

Offshore

DECEMBER 1988
JANUARY 1989

\$4.50
NZ \$6.50 (inc. GST)

Yacht Racing & Cruising



Sydney to Hobart Yacht Race 1988

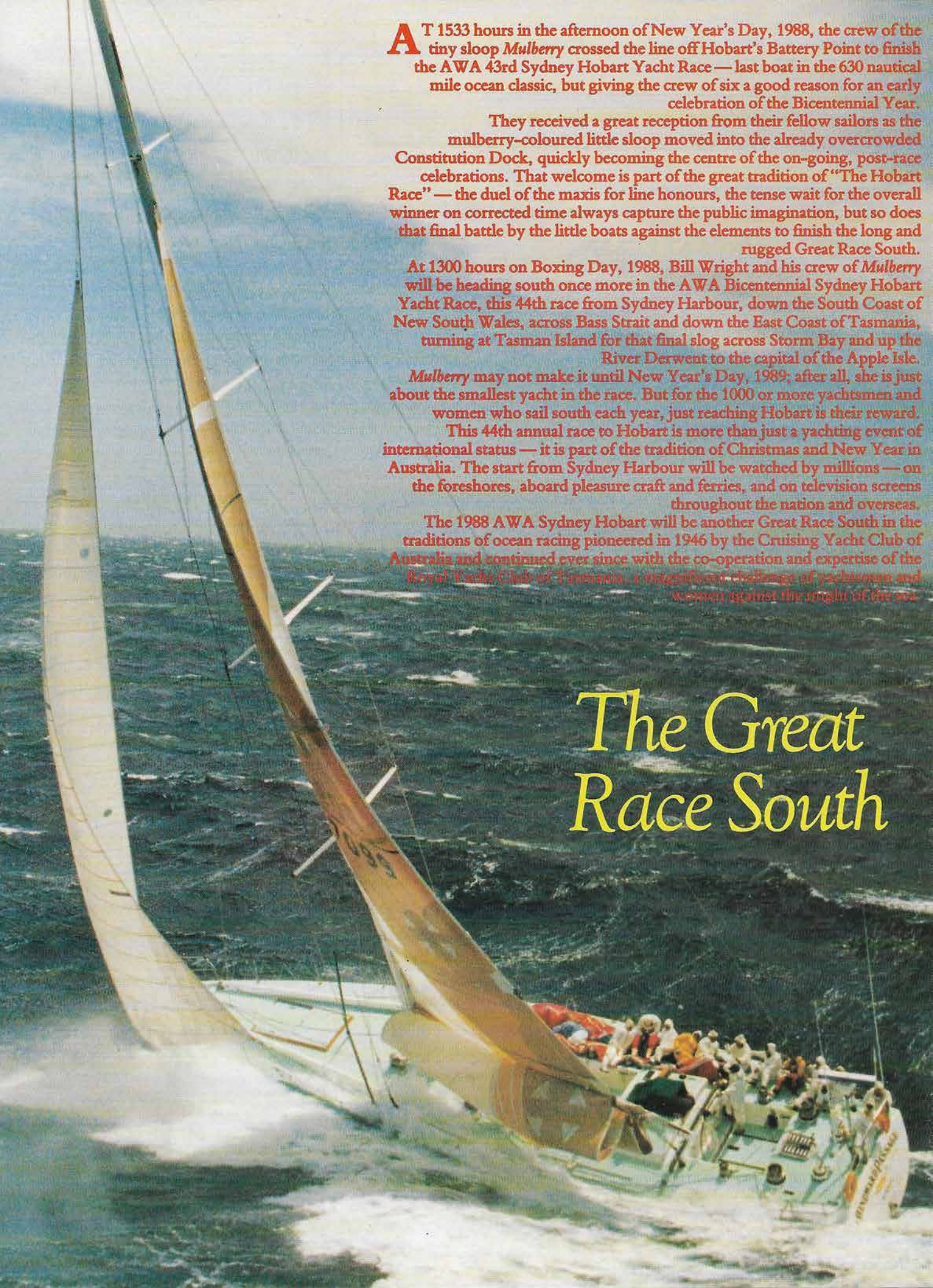
THE OFFICIAL RACE ISSUE

CRUISING YACHT CLUB OF AUSTRALIA



ROYAL YACHT CLUB OF TASMANIA

CONDUCTED BY
THE CRUISING YACHT CLUB OF AUSTRALIA
WITH THE CO-OPERATION OF
THE ROYAL YACHT CLUB OF TASMANIA



AT 1533 hours in the afternoon of New Year's Day, 1988, the crew of the tiny sloop *Mulberry* crossed the line off Hobart's Battery Point to finish the AWA 43rd Sydney Hobart Yacht Race — last boat in the 630 nautical mile ocean classic, but giving the crew of six a good reason for an early celebration of the Bicentennial Year.

They received a great reception from their fellow sailors as the mulberry-coloured little sloop moved into the already overcrowded Constitution Dock, quickly becoming the centre of the on-going, post-race celebrations. That welcome is part of the great tradition of "The Hobart Race" — the duel of the maxis for line honours, the tense wait for the overall winner on corrected time always capture the public imagination, but so does that final battle by the little boats against the elements to finish the long and rugged Great Race South.

At 1300 hours on Boxing Day, 1988, Bill Wright and his crew of *Mulberry* will be heading south once more in the AWA Bicentennial Sydney Hobart Yacht Race, this 44th race from Sydney Harbour, down the South Coast of New South Wales, across Bass Strait and down the East Coast of Tasmania, turning at Tasman Island for that final slog across Storm Bay and up the River Derwent to the capital of the Apple Isle.

Mulberry may not make it until New Year's Day, 1989; after all, she is just about the smallest yacht in the race. But for the 1000 or more yachtsmen and women who sail south each year, just reaching Hobart is their reward.

This 44th annual race to Hobart is more than just a yachting event of international status — it is part of the tradition of Christmas and New Year in Australia. The start from Sydney Harbour will be watched by millions — on the foreshores, aboard pleasure craft and ferries, and on television screens throughout the nation and overseas.

The 1988 AWA Sydney Hobart will be another Great Race South in the traditions of ocean racing pioneered in 1946 by the Cruising Yacht Club of Australia and continued ever since with the co-operation and expertise of the Royal Yacht Club of Tasmania, a magnificent challenge of yachtsmen and women against the might of the sea.

The Great Race South

From Russia
with a puff

By Peter Campbell

THE Russians are coming ... but the Kiwis can't make it. That's the story of the 1988 AWA Sydney Hobart bluewater classic ... the Great Race South in the finest tradition of Australian ocean racing. It all starts as usual at one o'clock on Boxing Day, December 26, an event that is not just a yacht race but part of Australia's Christmas fare, drawing thousands of Sydneysiders and holidaymakers from interstate and overseas to the foreshores and on to the waters of the world's greatest harbour.

That afternoon and over the next five days, millions of Australians will follow through the print and electronic media the fortunes of maxi yachts and little half tonners as they battle wind and sea in the 630 nautical mile race south to Hobart, capital of our island state of Tasmania.

Once again "The Hobart" has drawn a fine fleet of Australia's best ocean racers and their crews, with the 130-plus entries from every State underlining the depth of the offshore fleet in this island continent.

Headed by the super-maxi *Windward Passage II*, technically most advanced and probably the fastest ocean racer in the world, it's a fleet that highlights the standard of the sport that has seen Australian teams in the past year win the AWA Southern Cross Cup out of Sydney and the Kenwood Cup in Hawaii. These successes have placed Australia in



*SOVIET Union's first entrant in a major yacht race in the West will be the 13.6m sloop *Veter*, representing the Far Eastern Shipping Company Yacht Club of Vladivostok in this year's AWA Sydney-Hobart ocean classic.*

an almost unassailable lead in the Champagne Mumm World Cup going into the final regatta of the international teams series, the 1989 Admiral's Cup in England.

This is not a Southern Cross year, when the biennial international teams series always draws many entries from overseas, but the 1988 Sydney Hobart has been given a unique status in being chosen by the Soviet Union to mark the beginning of an all-out Russian assault on international ocean racing and later, the America's Cup.

The Far Eastern Shipping Company Yacht Club of Vladivostok has entered the 13.6m sloop *Veter* in this year's Hobart race — the first time a Soviet yacht has entered a major ocean race in the West. The club has told the Cruising

Yachting Club of Australia that it plans to use the race to gain experience for the next international offshore regatta in Australia — the 1989 AWA Southern Cross Cup.

The Russians are also planning to enter a maxi yacht in next year's Whitbread Round the World Race while four Soviet yacht clubs have had their challenges for the 1900-91 America's Cup accepted by the San Diego Yacht Club.

The Cruising Yacht Club of Australia, incidently, is one of four Australian clubs which have had their challenges accepted by SDYC, along with Royal Perth Yacht Club, The Ocean Racing Club of Australia and the Royal Sydney Yacht Squadron.

The CYCA challenge is on behalf of the Australian Endeavor syndicate headed by Iain Murray and Paul Ramsay, and while this syndicate has merged with the Bond syndicate in

From Russia
with Love

Perth, the challenge through the CYCA stands.

The first yacht to fly the Russian flag in the Sydney-Hobart race is a fibreglass sloop fitted out more for training than out-and-out racing. Nine Russian crewmen have been nominated, headed by skipper Pavel Vassiltchenko. Built in 1983 in Poland, *Veter's* long offshore racing has been limited to contesting the Japan Sea Race between Muroran in Japan and Nakhoda in the USSR. Competing in the race four times, the Russian yacht won in 1984 and 1987. In the 1985 race she lost her rudder when caught in the centre of an Arctic typhoon.

While the Russians are newcomers to long ocean racing, their Olympic and one-design sailors have had considerable success since the early 1950's, winning four Olympic gold medals. At the 1988 Seoul Olympics they won a silver medal in the men's 470 class and a bronze in the women's 470.

Unfortunately, the expected appearance of two of New Zealand's new maxi yachts, built specially for the next Whitbread Race, has not eventuated. Peter Blake, fresh from his remarkable victory in the Bicentennial Around Australia Race with his 60ft trimaran *Steinlager 1*, had planned to bring the Bruce Farr designed maxi, *Steinlager II*, across the Tasman for the Sydney Hobart — as he has done with success in the past with his previous Whitbread entrants. A curving problem with the exotic components of the hull has delayed completion

AWA SYDNEY HOBART RACE

Official Starter: The Right Honourable Sir Ninian Stephen AK, GCMG, KBE.

Official Start Boats: HMAS *Fremantle*, *The Bounty*, *Lady Hopetoun*, *Boomerang*.

Social Functions: Friday 23rd December — Skippers' welcome cocktail party at CYCA.

Tuesday, 20th December — Crews' welcome party at CYCA.

Sunday, 25th December — Christmas Dinner at CYCA.

Monday, 2nd January, 1989 — Presentation of prizes at RYCT, 1100 hrs.

Sponsors: AWA, Australian Airlines, Caltex.



WINDWARD PASSAGE II, Rod Muir's 80-footer, is odds-on favorite to take line honors in the 1988 AWA Sydney-Hobart Race following her sensational overseas debut in Hawaii and later in San Francisco. (David Clare pic)

of *Steinlager II*, until early in the New Year.

Grant Dalton had also hoped to campaign his Whitbread Race yacht, the radical, ketch-rigged maxi, *Fisher and Paykel*, in the Hobart, but the yacht does not rate within maximum IOR rating of 70.0 feet. Unless some compromise is reached, the Farr-designed *Fisher and Paykel* won't be coming to Sydney.

Another maxi yacht missing this year is *Sovereign*, the magnificent red-hulled 80-footer which CYCA Commodore David Kellett sailed to a double victory last year, the first Australian yacht to win line honours and first on corrected time since the Sydney Hobart began in 1945. After contesting the Kenwood Cup in Hawaii, *Sovereign* broke her mast in the second race of the Big Boat Series in San Francisco and although it was repaired for later races, a suitable new mast could not be built in time for the 1988 Sydney Hobart and she is still in the US.

Without this competition, Rod Muir's 80-footer *Windward Passage II* looks odds-on favourite to take line honours, adding to its unbeaten record in Hawaii, which included winning the Around the State Race, another of the world's great long ocean races. Muir will not be content just with line honours — he knows he has the boat capable of taking the double of line and handicap, and he knows he has a maxi capable of breaking the long-standing race record of 2 days 14 hours 36 minutes 56 seconds set by Jim Kilroy's famous American maxi *Kialoa* in 1975.

Not that there are no other big boats in the fleet. Syd Fischer's nine-year-old *Ragamuffin* finished second astern of *Sovereign* last year. Modifications to the yacht earlier this year have given *Ragamuffin* more speed and Fischer will certainly drive her to the limit in bid to gain an elusive first place in a Hobart race.

In hard running and reaching conditions the so-called "pocket" maxis, or maxi-chasers, will be up with the pacesetters — light displacement, off-the-wind-flyers like Arthur Bloore's *Hammer of Queensland*, a radical Steinman design which has set the pace in races north this year, and the two Adams 20-metre sloops, *Helsal II*, now owned by Geelong surgeon "Sandy" Kelso, and *Helsal III*, owned by Dr Tony Fisher of Sydney, but being sailed in the Hobart by his son, Robbie, as a sponsored yacht under the name of *McCaughan's Helsal*.

SYDNEY HOBART HOTLINES

FOR information on the progress of yachts in the AWA Sydney Hobart Race phone the special CYCA hotline.

(02) 327 1265

after 8am for the morning position reports and after 5pm for the afternoon "sked" reports.

For information on yachts finishing in Hobart phone the Royal Yacht Club of Tasmania Race Centre.

(002) 34 5853

The Cruising Yacht Club of Australia



Commodore
D. Kellett
Vice-Commodore
L. McClean
Rear-Commodores
D. Hundt
G. Marshall
Hon. Treasurer
L. Minchan
Directors
A. Brown
M. Cameron
R. Cawse
D. Fuller
D. Graham
G. Linacre
General Manager
J. Terry
AWA Sydney/Hobart Race Organising Committee
G.E. Marshall (Chairman)
S. Blow (AWA)
D. Kellett
J. Terry
R. Brenac
Communications Centre
J. Morris
Liaison Committee
Buster Rickard (Chairman)



IT gives me tremendous pleasure to welcome all Yachtsmen to this our 44th Annual AWA Sydney Hobart Yacht Race. We are honoured to have the Governor General, Sir Ninian Stephen, as our Official Starter and hope that since this is one of his last duties that he will perform as Governor General, that he retains lasting memories of sending this year's quality fleet thundering down Sydney Harbour on its way to Hobart.

The club is delighted to have the support again of our major sponsor AWA and we thank them for the support they give our race and the sport of yachting in general. We look forward to continuing our association which has lasted more than 20 years.

To the many hundreds of tireless workers both members and staff in Sydney and in Hobart, thank you for your countless hours of work and effort that you put in to make this race the success it is. It is hard for you all to compete in the race, but we hope the involvement you have in part of Australia's maritime history is reward for your efforts.

We again look forward to the wonderful welcome we receive from the people of Hobart and Commodore Bill Cooper and his team from the Royal Yacht Club of Tasmania, who do such a great job finishing the race and hosting the yachts.

In the past twenty years since first racing to Hobart, I have been fortunate to have sailed in many of the world's great races, yet none can compare with our AWA Sydney Hobart Race. It is the greatest race in the world and anyone competing can be proud that they have reached a pinnacle of their yachting regardless of their finishing position. To all competing yacht owners and crews, thank you for supporting our race and I wish you good fortune, fair winds and a safe passage to Hobart.

David Kellett
Commodore

The Royal Yacht Club of Tasmania



Commodore-in-Chief
His Excellency the Governor
General Sir Phillip Bennett,
AC, KBE, DSO.
Commodore
W.J. Cooper
Vice-Commodore
D.C. Calvert
Rear Commodore
P. Read
Race Director
R. A. Johnston
Officer-of-the-Day
B.B. Donaldson
Press Centre
J.L. Honeysett
Liaison Officer
M.D. Jones
Information Centre — Dockside
I.C. MacMillan
Patrol Launch Officer
M. Hocking
Secretary/Manager
J.L. Gard



THE 44th AWA Sydney/Hobart Race represents a break-through in the traditional cycle of this Blue Water Classic. The fact that this event is attracting entries from overseas and from countries such as the USSR in a non-Southern Cross Cup year displays the standing of this race in the world.

It appears that the enormous success and publicity of the Tall Ships Race is now rubbing off and we can look forward to a greater International participation in this exciting event.

This success is due to many people who dedicate time, resources and finance each year when most people in Australia are taking annual leave. A large contingent of volunteers ensure the smooth running and maintain the safety record that this race is renowned for. AWA and Australian Airlines, two great sponsors, along with the Master Warden, the Harbour Master and the Hobart Marine Board are again to be congratulated for their huge contributions.

On my part, Race Director — Hobart Rowan Johnston and the numerous RYCT Members who give of their time, deserve very special thanks.

Finally to all competitors, the best of luck for a fast, safe and enjoyable passage to Hobart where the Flag Officers and Members of the RYCT will be waiting to make your visit a happy and memorable occasion.

William J. Cooper
Commodore



PREPARING for the 1988 Sydney-Hobart — CYCA Commodore David Kellett (right) and AWA's Corporate Communications Manager Steve Blow, check out the computers with CYCA sailing office's Christina Del Conte.

AWA Safetynet Leads the World

THE AWA Sydney-Hobart classic — one of the world's most famous ocean yacht races takes yachts ranging in size from 9.4 metres to 26 metres south across Bass Strait, through the Roaring Forties to Hobart, Australia's last stop before Antarctica.

Along with the Fastnet Race in England and the Bermuda Race in America, the 630 nautical mile race to Hobart ranks as one of today's greatest challenges to yachtsmen.

As any yachtsman who has competed will tell you, "The Hobart" is no cruise. All types of weather can be encountered and usually is, from frustrating calms to southerly fronts with strong winds, big seas and often driving rain that reduces visibility to nil and increases a navigators' blood pressure as he anticipates a landfall on Tasmania's East Coast.

The Hobart Race is commonly considered one of the most demanding in the world and the Cruising Yacht Club of Australia, supported by the Royal Yacht Club of Tasmania, has applied the strictest safety measures to competitors since the first Race in 1945.

Since those early days of morse code, radio transmitters the size of small suitcases, even homing pigeons, organisers have applied the latest that commercial technology has to offer to ensure that the strictest safety measures apply to all competitors.

Today, in this age of high technology communications, the safety standards of the AWA Sydney Hobart Yacht Race are without peer and race organisers from Europe, the United States and Great Britain have all recently visited Australia to study the system.

But according to CYCA Commodore, David Kellett, his recent visits to the United States for the Kenwood Cup, in Hawaii and the Big Boat series in San Francisco showed AWA SAFETYNET is still way ahead of the rest of the world.

"The AWA Sydney Hobart system is far superior to those of the major races overseas," he said.

"The speed of the position reporting and conversions to standings and plac-

ings and their dissemination is way faster than anywhere in the world.

"There is no doubt that AWA SAFETYNET brings an extra quality to the safety record of the Race, a standard we are determined to maintain. And we should have the best safety standards and record in the world. After all, this is one of the toughest races in the world."

AWA SAFETYNET is well named — a comprehensive mix of marine radios, satellites, facsimile, telex, computers and skilled operators which, as its name implies, casts a safety net over the fleet for the entire race.

Its hub is the AWA Radio Relay Ship which escorts the fleet south — this year Keith Williams' well known *Achilles II*.

Achilles II is the luxurious flagship of the fleet that services the famous Whit-sundays resort, Hamilton Island. Measuring 128ft LOA and displacing 188 tons, she features state of the art operational and navigation equipment and can cruise 2,778 nautical miles at 13 knots.

For the AWA Sydney Hobart *Achilles II* carries communications equipment to keep her not only in touch with the fleet and organisers at all times, but also with other ships or aircraft that could be called in by safety authorities in case of emergency.

Communications equipment includes AWA VHF Pilotphone, two AWA Skanti 250w transceivers, AWA VHF receivers with aviation frequencies and back-up telex and facsimile over radio, all capable of transmitting and receiving via satellite for immediate communications.

Three times each day the AWA radio team aboard *Achilles II* will contact all yachts in the fleet.

As well as a regular midnight "safety check", just after dawn and again at mid-afternoon each day they will carry out radio "skeds" with the yachts, first issuing the official weather forecast, then receiving from the yachts' navigators their positions in latitude and longitude.

As the radio operator acknowledges each position the AWA computer operator keys the yachts' positions into an AWA PC 286 personal computer in the radio room. Twice in each sked, the PC computer goes on line via OTC's Inmarsat satellite system to instantly transmit its data to an AWA 3828 Mini computer at the RYCT in Hobart, a powerful business computer that processes the data.

LUXURY motor yacht Archilles II, owned by Keith Williams of Hamilton Island, will be the Radio Relay Ship for this year's AWA Sydney-Hobart Race, running three "skeds" a day with the fleet as it heads south.

The AWA 3828 operates a unique software program called RACECALC which was developed especially for the Race by AWA's computer specialists. It processes the raw data of yachts' latitudes and longitudes to:

- A progress line honours report giving the order of the yachts based on their reported positions and the distance each has to go to the finish.
- A corrected time progress position report giving the handicap placings of each yacht overall and within division.
- A "To Draw" forecast which, after yachts begin to finish, calculates the average speed that yachts still racing must maintain to beat the yachts that have already finished on corrected time.
- An alphabetical summary of each yacht's line and corrected time position overall and by division.
- A final Summary of the Race which, after all the yachts finish, gives all positions overall and by division.

All of that information is available to Race officials within minutes of the final yacht in the sked giving its position.

The AWA computer in Hobart doing all the work has plenty of people relying on its 4 megabytes of memory and 568 megabytes of storage. In total, 13 terminals are spread throughout the RYCT and the CYCA with seven high-speed printers at various locations.

Connected to Sydney via permanent digital data service lines, CYCA officials there as well as those in Hobart have immediate access to all information via their terminals.

News media centres in both cities are also linked to the program to give journalists instant access to the informa-

tion — a must as they struggle with tight deadlines to get the news out to the public.

Those who can't wait for the radio, television or newspapers to find out what is happening, including families and friends, also take advantage of SAFETYNET. Volunteers at both clubs have their own AWA terminals with access to the computer to answer more than 2,000 enquiries a day.

And they can answer almost any questions such as a yacht's distance sailed and distance to go, distance and average speed since the last sked and average speed needed to either win or beat any other yacht.

Those who fly to Hobart for the finish need not even pick up a phone. At the RYCT and the Hobart Sheraton and Wrest Point Casino complete result displays are complemented by stand-alone computer and graphics displays that plot the fleet on an electronic chart displayed on a colour monitor.

AWA SAFETYNET's computer program analyses the positions even further to help the Race directors. Such information includes:

- Distance Made Good
- Heading Made Good
- Corrected Distance Made Good.

Such information is vital in case of a yacht either needs assistance or fails to report in at repeated skeds. Officials can then plot the most likely position of the yacht and call on nearby yachts or outside search and rescue organisations to begin their search at that position.

AWA SAFETYNET, designed and developed by AWA, takes the best that



AWA Safetynet Leads the Way *cont...*

today's electronics technology has to offer and applies it to great effect to keep yachtsmen in touch with race officials in Sydney and Hobart and their families and friends throughout the AWA Sydney Hobart classic.

It is appropriate that the CYCA turned to AWA to develop the communications support system for the Race. Since introducing wireless communications to the shipping fleets of Australia and New Zealand more than 70 years ago, AWA has led communications technology in the region.

Today AWA has a distinguished record as Australia's leading high-technology company which has just celebrated its 75th year. The Company is currently rationalising its activities to concentrate on core businesses and growth.

AWA's growth strategy will concentrate on high technology defence and aerospace, communications systems and networks, information systems and electrical and electronic services, supported by the more traditional distribution and manufacturing services.

Defence and aerospace are vital to AWA and the Company is strongly positioned in the field both within Australia and overseas.

A major initiative by the Company and the South Australian Government recently combined three leading defence electronics organisations and established AWA as Australia's biggest defence electronics company.

Named AWA Defence Industries with AWA holding a majority 65% interest, the new group combines AWA's defence activities with Thorn EMI Electronics Australia and Fairey Australasia and will have an initial turnover of more than \$100 million and a defence oriented workforce of around 1,000. AWA Defence Industries will play a key role in Australia's \$20 billion national defence program over the next 20 years. Major projects include the ANZAC Ship Project, the FA-18 fighter plane and Black Hawk helicopter programs as well as the new generation of RAN submarines.

AWA is well known for its defence systems with products including the Barra Sonabuoy, the world's most sophisticated submarine detection device now built and marketed around the world by AWA in joint partnership with Plessey.

The Royal Australian Navy depends on AWA for a number of electronics systems including the degaussing range located 100 metres from the start lines of

the Hobart race on Sydney Harbour. The complex range checks the hulls of ships for magnetic fields that could attract mines.

AWA has been named the prime contractor for a major element of the exciting new ship defence system known as Nulka being developed in collaboration with the US Department of Defence.

AWA is also the major partner in Australian Warships Systems, one of two consortia bidding for the contract to build 12 new warships for the Australian and New Zealand navies.

Air navigation aids designed and manufactured by AWA are in strong demand around the world with systems servicing airports around Australia and in China, Nepal, Singapore, India, Papua New Guinea and elsewhere in the Pacific.

AWA's strengths in command, control and communications systems continue to be demonstrated in other important projects as well. The Company recently installed the air traffic control communications system for the newly opened Hornet fighter base at Tindal in the Northern Territory, at the same time completing the AWANET local area network which provides the complete communications system for Sydney police.

“ AWA's strengths in command, control and communications systems continue to be demonstrated... ”

The Information Systems sector of AWA designs and fabricates complete processing and information-handling packages, custom-designed to meet the needs of particular users. Racecourse totalisators, traffic control systems, libraries, hotels and resorts, the Australian Department of Defence, universities, hospitals, private and public companies all rely on AWA's expertise in the field.

AWA has also long been Australia's leader in the field of microelectronics and today is the major partner in a new facility in New South Wales that designs and manufactures Application-Specific Integrated Circuits, the custom-made silicon chips that are packed with microscopic components and form the heart of much modern electronic apparatus.

AWA has successfully been designing and manufacturing integrated circuits for more than 20 years. The new fabrication plan will not only enhance the company's capability, but also raise the competitive edge of Australia's electronics industry.

AWA Services comprises nearly 2,000

people with widely diversified skills but common interests in providing services to customers primarily in electronics and electrical engineering.

On the water AWA instals, services and operates communications and navigation equipment on Australian and international vessels plying Australian waters.

In the air AWA's experts service all airborne radio equipment for Australia's domestic fleet and many overseas registered aircraft.

The oil and gas industry, satellite ground stations and even operators of private airfields all receive the same professional care. AWA engineers and technicians operate and maintain the deep space tracking dish at Tidbinbilla near Canberra that receives messages from space probes including the *Voyager II* mission to Neptune.

Close to earth, AWA also operates Australia's major air defence system, the Over The Horizon radar centre at Jindalee in central Australia.

AWA has entered the financial transactions market with two recent acquisitions. EFTPOS Engineering instals, services and supplies many EFTPOS (Electronic Funds Transfer at Point of Sale) terminals around Australia.

AWA has also acquired Electric Transactions Pty Ltd, Australian distributor for the Schlumberger Smartcard. Smartcards are "intelligent" credit cards that incorporate a microchip and have been developed to replace the less secure credit cards with embossing or magnetic strings. In areas such as public payphones and electronic payment devices at point of sale, an automatic reader progressively reduces the available purchasing power as the card is used.

One of the exciting paths into the future for Australia and AWA is the intelligent building. Already, in its early days AWA is providing computerised systems to control lifts, security, heating and cooling, communications and so on.

AWA's communications expertise is well known in Australia and overseas where the company's telecommunication systems include digital and analogue systems. Remote areas are linked with the outside world through AWA's microwave radio systems which overcome the tyranny of distance.

That is AWA today — a company at the leading edge of communications which today continues its long tradition of building on high technology strengths to forge a new business direction.

AWA is proud to support the AWA Sydney Hobart Yacht Race — firmly established as part of Australia's sporting heritage — and wishes all competitors in the 1988 classic good sailing and fair winds.

IT'S that time of year again — replacing the beaten-up docksiders, finding and delousing the sea boots, repairing the tired wet weather gear, swearing off the grog in the week before Boxing Day to make room for Hobart's intake, buying plenty of whatever is the answer for seasickness, coming up with any new excuse to delay the return flight from Hobart, etc etc.

Time too for a new round of yarns and legends to go into Australia's yachting history. Every crewman will have stories that will keep them going for another year, the funny, the serious. Some will even survive for the grandchildren a few years later — maybe even the next century.

Boxing Day — the magic day for all Australian yachtsmen — marking the start of THE race of the annual calendar, the one that goes into the history books and marks yachties apart from the others.

There is only one AWA Sydney Hobart race and while it's not everyone's cup of tea, it is the one to sail in and, who knows, maybe even win to go onto the honour boards at the CYCA and the RYCT.

Sailing the Hobart Race is magic for any serious yachtsman. The atmosphere on Boxing Day is electrifying, first at the Club as you fight your way through the crowds with the things that were almost forgotten in the rush, then on the water as that seemingly impossible spectacular fleet packs the Harbour to send the fleet away.

Somewhere in amongst all that are the faces of friends and family. It's amazing how easy they are to spot.

The same applies at the other end — the welcome to Hobart is sensational and the parties and camaraderie memorable.

The sailing is excellent too. You know you will get every type of weather over the 638 nautical mile course, from calms when you dare not move for fear of losing steerage, to struggling on deck for another sail change as the 48 knot southerly hits, right slap bang on the nose.

You also know that you will discover something new about yourself, so it's understandable that you are nervous immediately beforehand. After all, you're not sure just what it is that you will discover.

It is also, despite the difficulties, a lot of fun, good sailing, a fine sense of achievement and friends to be rediscovered and made. For me, one of the best things about the AWA Sydney Hobart is catching up with friends made during earlier races. In yachting Downunder, there is no other event that brings together people from every state in Australia, and that's a real delight.

Not the Customs Again!

By Rik Dovey



All re-emerge at this time of the year in the stories that are remembered and retold with relish. Normally in a yacht club bar the most common line is "If only . . ." followed by the appropriate excuse for not winning a race. At Hobart time, the most common line begins with "Remember when so and so . . ."

Everyone has their favourite lines. Like the veteran from down south who each year packed a second set of sailing gear, including very flash moleskins, just for the sail up the Derwent. "Have to look your best you know" was the excuse offered.

I swear it was quite unintentional, but they got thrown overboard because they'd been packed in a green garbage bag and stowed below a bunk which was flooded before we even got to the Derwent. Unfortunately a Christmas pudding, containing more rum than any other substance, had also been packed in a green garbage bag and stowed under the same bunk. The unfortunate result was a mix-up as everything that was soaked went overboard including, we thought, the pudding. Alas, when we got to the Derwent our shipmate pulled out his bag, only to find a very sodden pudding. He just could not believe it was an honest mistake after the bagging he'd received earlier.

Listen out and you will hear that Tasman Light and Storm Bay figure in everyone's stories. I remember coming on deck well before my watch began at 4 am one year to find the other watch literally rolling around having a great time. They'd uncovered a secret cache of grog on what was meant to be a dry boat and found it helped overcome the lack of wind. We were not impressed, they'd drained every drop.

There was the time a boat came up on a sked during a particularly slow crossing of Bass Strait to announce that they were fending whales off with a boat hook. They still swear it was true.

As the ad says, it can hit you at any time. Once we left the CYCA dock still packing everything away when the skipper was forced to admit he had forgotten

all the perishable food. Our pre-start became a frantic sail from yacht to yacht begging them to throw over some butter or bacon — anything. I haven't been able to eat muesli bars for breakfast since.

Of course, there are two sides to the coin with everyone having memories they prefer to forget, sail changes going wrong in 48 knot winds, the lack of sleep, the mistakes which let everyone down, the time when a beach appears from the mist on a moonless night where the navigator swears it cannot be, or the tanker that seemed bent on crashing into you at night, despite having the yacht lit up like Luna Park and calling on the radio.

While most attention is on the maxis up front, at the back of the fleet there are the guys in the little boats, the Half Tonners with crews of five. I remember my compulsory year in a little boat and feeling pretty glum as we trailed the bulk of the fleet out of the harbour. Even the canoes in the spectator fleet were travelling faster than we were in the light nor'easter.

That was a horror trip aboard a foreign boat with myself and Jerry Humphreys providing the local knowledge.

When we finally got out of the Heads and turned south, the rest of the crew disappeared and in no time tantalising smells came wafting out of the hatch — they were cooking pasta and it smelt great.

When it appeared on deck we quickly said no — it was swimming in oil and covered in every herb under the sun.

Unperturbed, our shipmates attacked it with great gusto. That night they were all seasick. Their mal de mer continued all the way to the Derwent, leaving the bulk of the work to Jerry and I. 638 nautical miles seemed an even longer way.

Every now and then a corpse would drag itself on deck to contribute lying on the windward rail. Whenever a wave came over the deck it would unleash a torrent of abuse directed to whoever was at the tiller. Fortunately for our thin



Drying out in Hobart's Constitution Dock — celebrating the long voyage and making friends with the local natives.

skins we couldn't understand a word they were saying.

Another regular topic of conversation that we chose not to understand continued all the way to Bass Strait. That was that the keel was falling off, the boat was sinking, that they were close to death and wanted to pull out. "No way, keep pumping" was the terse reply with appropriate sign language.

Finally we got to the home stretch and the Derwent River with warm weather and a lovely moderate breeze right up our transom. With spinnaker and blooper we were creaming along.

The flat water made all the difference. Miraculously our shipmates appeared on deck, colour in their faces, chattering

excitedly. Obviously they didn't want to die any more and to celebrate they had on their newest sailing gear. They may even have shaved for the occasion, time dulls all but the most vivid memories.

Still, that was our cue to go below for some sleep. But it was not to be. After much gesticulating we gathered they wanted to change both spinnaker and blooper. We couldn't understand why, we had the right gear up for the breeze.

We argued but lost. After the change the reason for their insistence dawned on us. The new sails were made from their national colours.

That was the last straw. We gave up, hit the bunks and re-emerged at Constitution Dock. It had not been a lot of fun. But we'd do it again now, the Hobart Race is like that.

While we're on the subject of small boats, isn't it about time a little boat won it again?

Look back — *Sovereign, Ex-Tension,*

Sagacious, Indian Pacific, Challenge and Scallywag, from 35 to 88 ft. You'll have to go as far back as 1981 when Zeus II proved small can be beautiful, while it was in 1979 that the Half Tonner Screw Loose became the smallest boat in the history of the Race to take out the pewter.

Of course, it's in the lap of the wind gods. But with the exception of the Mooloolaba Race, it's been an awfully long time between drinks for the Half Tonners. Perhaps that has something to do with the dearth of them in Australia these days which is a pity. So let's hear it for the little boats.

But just in case, a jug of rum and coke each on the new *Southern Cross* for the AWA Ocean Racing Championship, another on *Great News* for overall in the AWA Sydney Hobart, and a jug, if I can still get it, on the whale being first home.

See you in Customs House — last to arrive buys the bar!



SYDNEY-HOBART RACE

| Sail No. | Yacht Name | Rig | Hull Color | LOA M. | IOR R. | IOR TCF | Launch Date | State | Owner/Charterer | Designer | |
|----------|----------------------------------|-----------------|----------------------------------|--------|--------|---------|-------------|--------|------------------------------|--------------|-------|
| NT1 | NORTHERN TERRITORY SPIRIT | SLOOP | WHITE | 12.3 | 32.60 | 0.8174 | 1987 | NT | N.T.SAILING TRUST | G.FRERS | |
| RANC2 | FRANKLIN | M/H SLOOP | ROYAL BLUE | 13.0 | | | 1962 | NSW | DEPARTMENT OF DEFENCE | M.GILES | |
| KASM2 | RONSTAN ULT.CHALLENGE | SLOOP | WHITE/BLUE | 12.2 | 30.55 | | 1987 | VIC | L.J.ABRAHAMS | E.DUBOIS | |
| H2 | DERWENT LASS | SLOOP | WHITE | 9.1 | | | 1978 | | D.COLBOURN | P.JOUBERT | |
| G3 | HELSAL II | FRAC. | ROYAL BLUE | 20.2 | 66.49 | 1.0401 | 1979 | VIC | A.M.KELSO | J.ADAMS | |
| PZ6 | JAN Z KOLNA | KETCH | ORANGE | 17.9 | | | 1962 | POLAND | NAUTA-GOYMA | KUJAWA | |
| 7 | HAMMER OF QUEENSLAND | SLOOP | WHITE | 20.4 | 67.68 | 1.0460 | 1987 | QLD | A.BLOORE | STEINMAN | |
| A8 | MIRRABOOKA | | LIGHT BLUE | 0.0 | | | 1987 | TAS | J.&P.BENNETTO | FRERS | |
| MH9 | INDIAN PACIFIC | FRAC. | WHITE | 11.0 | 27.19 | 0.7648 | 1986 | | J.EYLES | DAVIDSON | |
| MH10 | FARROUT | SLOOP | DARK GREEN | 11.0 | 27.48 | 0.7678 | 1976 | NSW | R.PATTISON | B.FARR | |
| M16 | FERRIS AUDIO | | WHITE | 0.0 | | | 1986 | NSW | D.COULTER | B.FARR | |
| R16 | PACIFIC FLYER | SLOOP | WHITE | 12.2 | 32.94 | 0.8205 | 1985 | VIC | R.HATHERLEY | ADAMS | |
| M16 | FIONA | | WHITE | 12.8 | | | 1976 | NSW | D.WALSH | B.FARR | |
| B23 | KINGURRA | M/H SLOOP | WHITE | 13.1 | 30.89 | 0.8016 | 1972 | NSW | P.JOUBERT | P.JOUBERT | |
| MH25 | OTELLA | SLOOP | BLUE/GOLD S TRIPE | 16.5 | 43.11 | 0.9016 | 1985 | NSW | C.MONTGOMERY | KING | |
| S29 | SUREFOOT | FRAC. SLOOP | BLUE | 11.7 | 29.77 | 0.7909 | 1981 | VIC | D.MILLIKAN | P.NOLIN | |
| MYC32 | PACIFIC BREEZE | FRAC.SLOOP P | WHITE/RED & BLUE STRIP ES | 11.7 | 34.54 | 0.8345 | 1981 | NSW | G.HITCHMAN | B.FARR | |
| B32 | HARBINGER | FRAC SLOOP | PALE BLUE/M HITE | 10.2 | 24.47 | 0.7350 | 1988 | VIC | B.DEAN | L.DAVIDSON | |
| R33 | CHUTZPAH | SLOOP | WHITE | 10.2 | | | 1988 | VIC | SCHILTE/TAYLOR | DAVIDSON | |
| B35 | MULBERRY | M/H SLOOP | MULBERRY | 8.8 | | | 1974 | VIC | W.WRIGHT | SWANSON | |
| A40 | INTRIGUE | FRAC | WHITE | 12.2 | 29.98 | 0.7929 | 1984 | TAS | D.C.CALVERET | T.CASTRO | |
| YC42 | EAST OF THE LIZARD | SLOOP | BLUE | 12.8 | 31.12 | 0.8038 | 1985 | SA | P.&S.GIBSON | DUNCANSON | |
| KA48 | ANACONDA II | KETCH | WHITE | 25.0 | | | 1975 | SA | J.GRUBIC | BUCHANAN | |
| YC50 | DICTATOR | SLOOP | GREY | 11.5 | | | 1987 | SA | R.FIDOCK | DUNCANSON | |
| A50 | FIRETEL | SLOOP | WHITE | 10.0 | 23.30 | 0.7213 | 1982 | NSW | R.LAWLER/K.TAYLOR | CARTER | |
| M53 | NYNJA GO | 3/4 SLOOP | BLUE | 11.0 | 28.08 | 0.7740 | 1982 | NSW | R.C.AXE | FARR | |
| A55 | SOLANDRA | SLOOP | JUNIOR BLUE | 0.0 | 22.49 | 0.7114 | 1984 | TAS | R.&C. ESCOTT | S.&S. | |
| G62 | VENTURA HIGHWAY | | WHITE | 0.0 | | | 1979 | TAS | P.&R.SHAW | DUNCANSON | |
| KA70 | RAGAMUFFIN | M/H | WHITE | 24.1 | | | 1969 | NSW | S.FISCHER | G.FRERS | |
| S79 | INSATIABLE | FRAC. | WHITE | 12.1 | 30.77 | 0.8005 | 1985 | VIC | G.&J. WILSON | VAN DE STADT | |
| SM80 | ILLUSION | FRAC | WHITE/GREY STRIPES | 10.2 | | | 1988 | VIC | G.KNEZIC | L.DAVIDSON | |
| M82 | FIDDLERS GREEN | M/H SLOOP | WHITE | 13.1 | | | 1982 | NSW | L.SAVAGE | P.COLE | |
| A94 | MORNING TIDE | SLOOP | WHITE | 10.3 | 22.68 | 0.7138 | 1974 | NSW | J.LAWLER | S.&S | |
| B99 | CARINA | SLOOP | WHITE | 12.2 | | | 1983 | VIC | D.ABRAHAMS | J.ADAMS | |
| A99 | SEAHAWK | 3/4 SLOOP | WHITE | 11.7 | 33.56 | 0.8260 | 1980 | NSW | J.DAVERN | B.FARR | |
| TYC101 | OCEAN ROAD | 3/4 | WHITE | 13.7 | | | 1985 | TAS | D.CHARLES BOOTH | ADAMS | |
| 101 | OVERDRAFT | 3/4 SLOOP | ROYAL BLUE | 12.4 | 32.37 | 0.8153 | 1984 | QLD | D.SMITH | J.GREEN | |
| MH106 | IMPECCABLE | FRAC | WHITE/ORANG E/RED/BL ST RI | 10.2 | 24.05 | 0.7301 | 1980 | NSW | J.WALKER | D.PETERSON | |
| A113 | MARK TWAIN | SLOOP | WHITE | 11.8 | 26.32 | 0.7555 | 1971 | NSW | V.H.O'NEILL/C.WARD | S & S | |
| F127 | CHRISTINE | M/H | WHITE | 12.5 | 31.51 | 0.8074 | 1988 | WA | D.PFLAUBAUM | SWARBRICK | |
| B131 | CENTURION | M/H SLOOP | WHITE | 11.8 | | | 1981 | VIC | I.THREYMAN | S & S | |
| B133 | FLY BY NIGHT | FRAC. | GREY/BLACK | 10.2 | 24.56 | | 1982 | VIC | J.DRAKE | R.HUMPHREYS | |
| B141 | NELLIE ZANDER | M/H SLOOP | WHITE | 11.0 | 23.77 | 0.7268 | 1968 | VIC | L.&J.DAYMAN | R.SWANSON | |
| 189 | PEMBERTON IV | FRAC. | WHITE | 12.2 | 30.50 | 0.7979 | 1987 | NSW | J.KING/F.WILLIAMS | L.DAVIDSON | |
| 208 | SOUTHERN CROSS | | BLUE | 0.0 | | | 1988 | NSW | B.GILBERT | B.FARR | |
| MH208 | SWEET LAURINE | 3/4 FRAC | WHITE | 10.8 | 25.82 | 0.7501 | 1983 | NSW | J.FLACHS | S.&S. | |
| R230 | BILLABONG | SLOOP | WHITE | 10.3 | | | 1977 | VIC | L.WINGS | JOUBERT | |
| 237 | MIDDLE HARBOUR EXPRESS | 3/4 SLOOP | NAVY | 11.3 | 27.10 | 0.7638 | 1980 | NSW | R.STONE/G.CHALLONER | DAVIDSON | |
| R246 | CHANGABANG | M/H SLOOP | RED/WHITE | 13.1 | 31.21 | 0.8046 | 1984 | VIC | B.VAN DRIEL | P.COLE | |
| 261 | GALAXY III | SLOOP | CREAM | 0.0 | | | 1983 | TAS | D.KITCHENER | S&S | |
| 262 | MCCAUGHAN'S HELSAL | 3/4 SLOOP | WHITE | 20.0 | | | 1984 | NSW | DR TONY FISHER | J.ADAMS | |
| MH267 | GROUP THERAPY | M/H SLOOP | WHITE/SILVE R | 14.5 | 38.90 | 0.8702 | 1980 | NSW | P.WHEELER SYND. | R.HOLLAND | |
| SM269 | NIGHT RAIDER | | BLACK | 0.0 | | | 1977 | VIC | J.SPARRROW | B.FARR | |
| G279 | FRICITION | M/H SLOOP | BURGUNDY | 12.2 | | | 1982 | VIC | C.LAKER | J.ADAMS | |
| R349 | WHITE SWAN | | WHITE/BLUE | 0.0 | | | 1981 | VIC | A.FLECKNOE-BROWN | S.&S | |
| 367 | ECSTACY V | | WHITE | 11.2 | 25.54 | 0.7470 | 1985 | NSW | R.HARRIS | DUNCANSON | |
| SM377 | BACARDI | SLOOP | WHITE | 13.3 | 32.77 | 0.8189 | 1978 | VIC | BACARDI SYNDICATE | PETERSON | |
| WP444 | WESTERN PORT EXPRESS | 3/4 SLOOP | BLACK | 12.2 | | | 1987 | VIC | WESTERN PORT MARINA | B.FARR | |
| 508 | STORMY PETREL | SLOOP | WHITE | 10.9 | 25.08 | 0.7419 | 1970 | NSW | A.PEARSON | S.&S. | |
| 550 | DRY WHITE | FRAC. | WHITE | 12.2 | 30.36 | 0.7966 | 1984 | TAS | D.LEITCH | VAN DE STADT | |
| SM621 | KINGS CROSS | FRAC. SLOOP | WHITE/BLACK STRIPES | 10.9 | 27.39 | 0.7669 | 1985 | VIC | B.EDMUNDS/R.GREEN | L.DAVIDSON | |
| 630 | SOUTHERN VENTURE | SLOOP | WHITE/RED B AND | 10.0 | 26.67 | 0.7593 | 1981 | TAS | A.GRICE | H.KAUFMAN | |
| 653 | OUTRAGEOUS | SLOOP | BLACK/RED/S ILVER | 11.3 | 27.45 | 0.7675 | 1982 | NSW | J.PARTIDGE | D.RICHARDS | |
| 777 | TRADITION | SLOOP | WHITE | 12.2 | | | 1984 | | D.GOUGH | CREESE | |
| KA950 | VENTURE ONE | FRAC. | BLUE/WHITE | 11.9 | | | 1985 | | M.RYAN | G.FRERS | |
| 1030 | TREVAASA | | WHITE | 14.6 | | | 1971 | NSW | F.BUFFIELD | E.MUIR | |
| 1118 | BUGGBEAR | 3/4 | WHITE | 10.9 | 28.48 | 0.7781 | 1985 | TAS | R.BUGG | R.BUGG | |
| KH1142 | SPIRIT | SLOOP | WHITE | 13.2 | 33.63 | 0.8266 | 1985 | H.K. | J.MILLER | GERMAN FRERS | |
| TYC1147 | TURKEY SHOOT | M/H SLOOP | ROYAL BLUE | 12.2 | 29.93 | 0.7924 | 1982 | TAS | A.&M.McHUTTON | HOLLAND | |
| 1224 | MERCEDES IV | M/H SLOOP | GREEN | 12.7 | | | 1974 | | P.STRONACH | KAUFMAN | |
| 1405 | ALL THAT JAZZ | SLOOP | WHITE | 12.5 | 29.09 | 0.7842 | 1988 | NSW | E.DERMODY | JEAN BERRET | |
| 1520 | MONTANO REALTY'S ANIMAL FA RM | 3/4 FRAC. | BEIGE/BLUE | 15.6 | | | 1987 | NSW | A.&M.BEILBY | ADAMS | |
| KA1770 | GREAT NEWS | FRAC. | WHITE | 15.2 | 40.03 | 0.8789 | 1987 | NSW | D.FORBES/J.CALVERT-JON ES | B.FARR | |
| 1900 | VETER | TOP RIG | BLUE | 13.6 | | | 1983 | USSR | FAR EASTERN SHIPPING C O. | HOFFMAN | |

SAIL NUMBER GUIDE TO YACHTS

| | | | | | | | | | |
|--------|-------------------------|----------------|---------------------------------|-------|-------|--------|----------|-------------------------------|--------------------------|
| B1949 | NANTUCKET | SLOOP | GREEN STRIP ES | 9.5 | | | 1976 VIC | I. RUST | P. COLE |
| 1988 | WINDWARD PASSAGE II | | WHITE | 24.4 | | | 1988 NSW | R. MUIR | FRERS |
| 2065 | STRAND BY STRAND | SLOOP | WHITE | 11.2 | 24.23 | | 1979 NSW | DR. R. HAM | P. JOUBERT |
| 2111 | BIG SCHOTT | | WHITE/ORANG E/RED STRIP ES | 12.5 | 30.35 | 0.7965 | 1976 NSW | P. BUSH | PETERSON |
| 2118 | MOONSHINE | 3/4 SLOOP | WHITE/ORANG E STRIPES | 11.0 | 28.40 | 0.7773 | 1976 NSW | R. ST J. CROSS | B. FARR |
| 62176 | CASABLANCA | SLOOP | WHITE | 15.2 | | | 1977 | G. McDONALD | BIDDLECOMBE |
| 2344 | PARMELIA | M/H SLOOP | BLUE/WHITE | 13.9 | 34.52 | 0.8343 | 1978 TAS | B. WOODS | CURRAN |
| 2501 | ST JUDE | SLOOP | BLACK | 10.0 | | | 1979 NSW | DR H HOUSE | YAMAHA |
| 2555 | NATELLE II | M/H | BLUE | 12.5 | | | 1975 TAS | J. SOLOMON | D. PETERSEN |
| 2557 | WITCHDOCTOR | SLOOP | WHITE | 12.8 | 31.59 | 0.8082 | 1979 NSW | THE RUM CONSORTIUM | DAVIDSON |
| 2993 | MIDNIGHT LACE | M/H SLOOP | WHITE | 10.1 | | | 1980 NSW | I. HATFIELD | G. MOTTLE |
| 3000 | MADLINE'S DAUGHTER | FRAC | WHITE | 13.2 | 34.11 | 0.8308 | 1986 NSW | P. KURTS | FARR |
| 3007 | PHOENIX CONTRACTORS | SLOOP FRAC | WHITE/GREY/ GOLD | 11.9 | 29.24 | 0.7857 | 1981 NSW | D. HUNDT/I. DALE | DAVIDSON |
| 3105 | DR WHO | FRAC | BLUE | 15.79 | 46.57 | 0.9255 | 1983 | G. SNOW | DAVIDSON |
| SM3041 | PADAM II | FRAC. SLOOP | WHITE/BLUE STRIPE | 11.1 | 26.67 | 0.7593 | 1981 VIC | K. QUINERT | E. DUBOIS |
| 3075 | WESTERLEY | FRAC SLOOP | WHITE/BLUE BAND | 10.0 | 23.83 | 0.7275 | 1980 TAS | B. MILLS | COMPASS YACHTS |
| 3211 | EYE OF THE HAWK | SLOOP | WHITE | 12.3 | | | 1974 NSW | B. STARLING | |
| 3303 | RUTHLESS | SLOOP | WHITE | 12.8 | 32.78 | 0.8190 | 1979 NSW | P. HILL | B. FARR |
| 3433 | SANGAREE | SLOOP | WHITE | 13.4 | | | 1982 TAS | G. CREESE | R. HOLLAND |
| 3663 | MERCANTILE CREDITS | M/H SLOOP | WHITE/RED/G REEN STRIPE S | 12.8 | 31.46 | 0.8069 | 1983 NSW | G. LAMBERT & ASSOCIATES | HOLLAND |
| KA3695 | INDIAN PACIFIC (VIC) | | WHITE | 0.0 | 30.05 | 0.7936 | 1983 VIC | K. DURRAN | B. FARR |
| 3712 | HORNET | FRAC. | SKY BLUE | 11.0 | 25.13 | 0.7424 | 1984 NSW | THE STING SYNDICATE | S&S |
| 3767 | MISTRESS AGAIN | FRAC. | WHITE | 11.0 | 27.81 | 0.7712 | 1983 NSW | D. SENOGLES | B. FARR |
| 3774 | ICARUS | FRAC. SLOOP | WHITE | 11.6 | 33.52 | 0.8256 | 1984 NSW | A. RIDLEY | KAUFFMAN |
| 3807 | ALEXANDER OF CRESWELL | SLOOP | WHITE | 11.2 | 31.89 | 0.8109 | 1984 NSW | DEPT OF DEFENCE | SWARBRICK |
| 3809 | LADY PENRHYN OF NIRIMBA | FRAC. | WHITE | 11.1 | 31.86 | 0.8106 | 1984 NSW | DEPT. DEFENCE | SWARBRICK |
| 3856 | SIROCCO | FRAC | WHITE, RED B AND | 11.6 | | | 1984 NSW | R. BREADMAN | H. KAUFMAN |
| R3946 | HUMMINGBIRD | SLOOP | DARK BLUE/R ED | 11.5 | 28.15 | 0.7747 | 1985 VIC | P. NICHOLSON | B. FARR |
| SM4000 | SAGACIOUS II | SLOOP | BLACK | 13.1 | | | 1981 VIC | P. JACKA | COLE |
| KA4000 | SAGACIOUS | SLOOP | GREY | 12.0 | | | 1986 | G. J. APPEBY | FARR |
| 4040 | NADIA IV | FRAC | WHITE/BLUE STRIPES | 12.1 | 29.86 | 0.7268 | 1983 NSW | T. DALTON | B. FARR |
| 4048 | SINGAPORE GIRL | FRAC | NAVY BLUE/G OLD STRIPE | 10.2 | 24.35 | 0.7336 | 1985 NSW | STEIGRAD/GREENLAW | DAVIDSON |
| 4117 | SHERATON HOBART | 3/4 SLOOP | ROYAL BLUE | 9.0 | 30.03 | 0.7934 | 1985 TAS | I. SMITH | B. FARR |
| 4173 | HALF HOUR | FRAC. | WHITE/MAUVE STRIPES | 12.5 | 31.35 | 0.8059 | 1977 NSW | J. HANCOCK R. WINTON | R. HUMPHREYS PETERSON |
| 4182 | UPTOWN GIRL | SLOOP | WHITE | 10.9 | 27.32 | 0.7661 | 1986 NSW | T. DUNN | L. DAVIDSON |
| 4214 | EX TENSION | FRAC | WHITE/BLUE STRIPE | 10.8 | | | 1983 NSW | M. CARR | S & S |
| 4216 | CITY LIMITS | FRAC.SL OOP | BLUE/RED/FL ASH | 13.1 | 33.77 | 0.8278 | 1985 NSW | R. I. OATLEY | B. FARR |
| KA4343 | MILD OATS | FRAC | WHITE | 9.1 | 22.79 | 0.7151 | 1987 NSW | J. GODDARD | J. GODDARD |
| 4430 | PLANET X | SLOOP | WHITE/YELLO W/BLUE | 13.4 | | | 1988 NSW | J. CLARK | J. ADAMS |
| 4490 | HYPERDRIVE | M/H | WHITE | 14.0 | 34.14 | 0.8310 | 1981 NSW | NSW POLICE SAILING ASS OC. | S & S |
| 4515 | COMPUTERLAND SOLUTIONS | FRAC. | WHITE/RED S TRIPES | 12.8 | | | 1977 | R. MARKS | BURTON |
| 4516 | DON PEDRO | SLOOP | WHITE | 14.0 | | | 1988 NSW | R. NYMAN | A. MARWICK |
| 4544 | APOLLO BATTERIES | SLOOP | WHITE | 11.6 | 34.36 | 0.8329 | 1988 NSW | R. ELLIS | H. KAUFMANN |
| 4556 | MR BOJANGLES | FRAC | WHITE | 0.0 | | | 1982 NSW | M. BEAVERS | G. FRERS |
| 4576 | LONGHORN | FRAC.SL OOP | WHITE/RED S TRIPES | 0.0 | 22.06 | 0.7061 | 1982 NSW | J. MESSENGER | E. DUBOIS |
| 4803 | MADMEN'S WOODYARD | FRAC.SL OOP | GREY | 12.1 | | | 1987 NSW | R. BRADY | B. FARR |
| 4988 | PRIME FACTOR | FRAC. | BLUE/RED ST RIPES | 10.9 | 27.47 | 0.7677 | 1985 NSW | D. ROURKE | DAVIDSON |
| 4996 | RAUCOUS | FRAC. | RED | 10.5 | | | 1983 NSW | C. WILSON | BLACKBURNE |
| 5061 | MYSTIQUE | SLOOP | WHITE | 11.2 | 30.34 | 0.7964 | 1986 NSW | R. SCORBE | DAVIDSON |
| 5064 | SALTY LADY | M/H | WHITE/BLUE STRIPES | 12.0 | 29.87 | 0.7918 | 1983 NSW | D. CURCHOD | E. DUBOIS |
| 5178 | REVELATION | SLOOP | BURGUNDY | 18.8 | | | 1983 | D. PARKES | FRERS |
| 5222 | FREIGHT TRAIN | SLOOP | RED | 13.9 | 33.69 | 0.8271 | 1979 NSW | J. DALEY | S&S |
| 5339 | CHALLENGE II | FRAC. | GREY | 10.6 | 31.16 | 0.8041 | 1987 NSW | T. JOHNSTON | R. JOHNSON |
| 5350 | HAUPIA | M/H | WHITE | 17.0 | | | 1987 NSW | M. CLEMENTS | G. ELLIOTT |
| 5600 | RAGER | SLOOP | WHITE/BLUE | 16.8 | 53.83 | 0.9713 | 1985 NSW | C. REYNOLDS | L. DAVIDSON |
| KZ6006 | STARLIGHT EXPRESS | SLOOP | WHITE | 21.9 | | | NSW | OCEAN YOUTH CLUB OF AU ST. | |

Co-operation Sought from Start Spectators

THE Maritime Services Board is seeking greater co-operation from spectator craft planning to attend the start of the AWA Sydney-Hobart race on Boxing Day.

Sydney Harbour Master Captain John Briggs says talks had been held with ferry and charter boat operators to determine designated areas for them to watch the race start and then follow the race field.

"Operators of all types of craft must recognise the need to co-operate at this important event," Captain Briggs said. "There's room for people in all types of craft to enjoy a good view and it's our aim to ensure that the bigger boats don't 'bully' their way around the harbour.

"In the past we have complaints about larger vessels simply mooring in front of smaller craft. This is totally unnecessary.

"Planning, discussion and simple respect can allow everyone to enjoy this spectacular event."

The Maritime Services Board is in charge of operations on the Harbour from before the race start until after the race fleet clears the Heads.

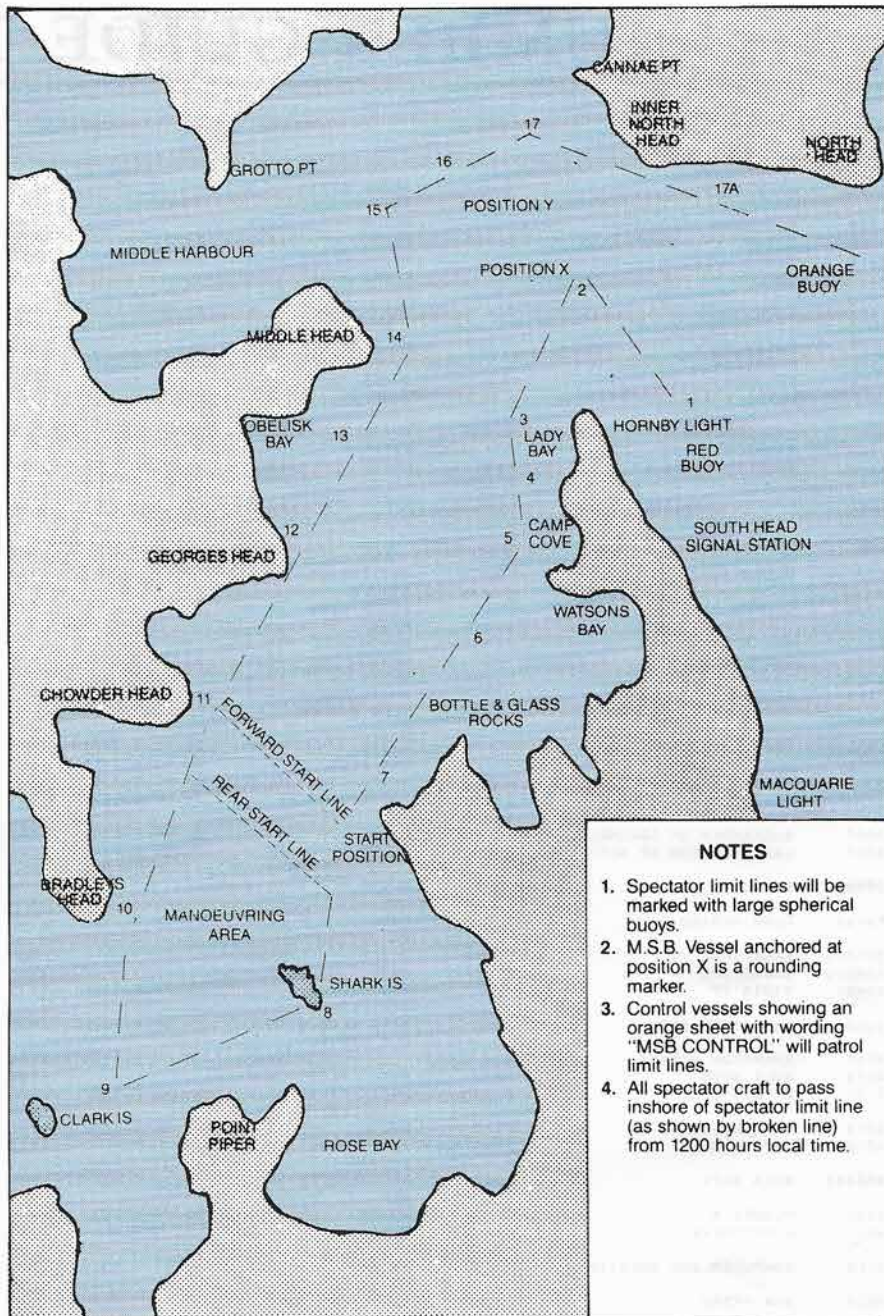
Orange buoys along the Harbour will define the spectator and race areas from the manoeuvring areas and starting line to The Heads.

Nearly 80 boats from the MSB, Water Police, the Royal Volunteer Coastal Patrol and Australian Volunteer Coast Guard, would patrol boundaries to protect the race and spectator fleets.

All spectator craft will be required to clear the course area from midday until all yachts in the race fleet have passed.

Keeping with the plan for two starting lines, two rounding marks will be placed near North Head. The first rounding mark will be an anchored Naval Patrol boat; the second a buoy 400 metres to its north.

Captain Briggs recommends that smaller spectator craft use the western



NOTES

1. Spectator limit lines will be marked with large spherical buoys.
2. M.S.B. Vessel anchored at position X is a rounding marker.
3. Control vessels showing an orange sheet with wording "MSB CONTROL" will patrol limit lines.
4. All spectator craft to pass inshore of spectator limit line (as shown by broken line) from 1200 hours local time.

side of the course. No spectator craft should remain at anchor after the 10-minute gun.

"People don't realise how dangerous

it can be to remain at anchor," Captain Briggs says. "These big boats can build up considerable speed and be on top of a small boat in a very short time."

Record Goes in Lord Howe Race

THE 14-year-old record for the Chickadee Chicken Gosford to Lord Howe Island ocean yacht race has been smashed by *Helsal III*, owned by Sydney yachtsman Dr Tony Fisher.

The record, set by Dr Fisher's original *Helsal* in the inaugural race to the island, 410 nautical miles north-east of Sydney, was one of the longest standing on the Australian offshore calendar.

Sailing in 25-30 southerly winds and rough seas, *Helsal III* covered 410 nautical miles in 40hrs 23min 31sec to slash seven and a half hours off the record. The 20-metre sloop covered the course at an average speed of more than 10 knots.

Second place to finish and winner on corrected time was the Canberra-owned *Dr Who*, skippered by George Snow. *Helsal III* placed second on handicap with Brian Bailey's *Fowl Play* third.

Later Start for Noumea Race

THE Club Med 1989 Australia to New Caledonia ocean race will now start from Sydney on Saturday, June 3 and from Brisbane the following day, Sunday, June 4.

The start has been put back a week to enable yachts to come from Noumea, to compete in the race back from Australia. Entries already total 33, including nine from Noumea.

Further information from The Cruising Yacht Club of Australia.

Penta Comstat skeds

PENTA Comstat, the private Limited Coast Station based at Holgate on the NSW Central Coast (away from metropolitan noise that "deafens" many other coast radio stations) will again this year hold special "skeds" for any yachts returning to home ports from the Hobart Race.

These special skeds will commence from January 1, 1989 and will be held daily at 0735 hours and 1635 hours local time (Eastern daylight saving time) on 4483 kHz.

Unless Penta Comstat is advised otherwise, information about yacht positions and ETAs will be passed on to relatives and friends who enquire.

Caltex Fuelling Radio Relay Ship

CALTEX is delighted to continue its support to the Cruising Yacht Club of Australia in this year's classic AWA Sydney to Hobart Yacht Race.

Caltex will be supplying marine diesel fuel and the appropriate oils and greases to the radio relay vessel, *Achilles* for the duration of the race. In all about 16.8 tonnes of distillate will be supplied — equivalent to a road tanker load.

Through its many sponsorships, Caltex has had close connections with maritime activities, not only as a past sponsor in Sydney to Hobart yacht races but also to individual yacht clubs and other

Australian yacht races as well as the sponsorships of yachts in international yacht races.

As a major supplier of marine fuels, oil and greases Caltex is at the forefront in all kinds of maritime lubricants from those specialised requirements of its own tanker fleet and other giant ocean going vessels down to supplies for family sized runabouts.

The Sydney to Hobart race sponsorship is another opportunity for Caltex to show its expertise in assisting the Cruising Yacht Club of Australia and Australians in this the nation's Bicentenary year.

Australian Airlines Offer 'Plane' Sailing

AUSTRALIAN Airlines, as the original sponsor of the Sydney to Hobart yachting classic, recognised at their initial involvement that skippers and crews, as well as race organisers required assistance of a practical nature to relieve them of the concern of moving people and gear to and from the race destination.

Today, still a major supporter of Australian sporting events, Australian Airlines continues its support programme for yachting events.

As well as its continued involvement in the 1988 Sydney to Hobart Yacht Race, Australian Airlines again supported the Jupiter's Sydney to Gold

Coast Regatta event in August of this year.

Australian Airlines realises that different events require different types of support, so the airline streamlines its activity to provide the best possible service to participants. For all yachting events, Australian Airlines provides transport for crew and back up teams, family, friends and spectators; baggage and equipment service and transport; and post-race package holiday assistance if required.

Australian Airlines staff in Sydney and Hobart initiated planning for this year's classic early in 1988.

For the coming 1988 Sydney to

Hobart Race, an Australian Airlines temporary office will once again open at the Cruising Yacht Club from Saturday December 19 to 24 and December 26. This office will be computer linked to the airlines reservations system so that instant confirmation of bookings and any alterations can be made.

Ticketing facilities will be available.

Once again, the airline will be providing an improved baggage collection service at CYCA from December 19 to 24 and on the day of the race. Flat rates for transport of gear will be available to ensure the highest efficiency and the fastest service.

Australian Airlines friendly staff look forward to meeting participants in one of the world's true ocean classics and wish all entrants 'plane' sailing 'The Australian Way'.

The Sponsors

The planning, organisation, conduct and promotion of international ocean yacht races such as the AWA Sydney-Hobart Race is an expensive undertaking for a club of amateur yachtsmen who sail for the love of the sport. Such an undertaking would not be possible without the efforts of so many Club Members, who volunteer their time to make the Race a success.

The Race would not be possible in its current form without **AWA**, which has undertaken the major sponsorship role for the past four years. In addition, without the help of other sponsors, **Australian Airlines** and **Caltex**, the race could not hope to succeed as it does.

The CYCA also wishes to thank...

Rank Xerox Pty. Ltd. for its generous provision of photocopying facilities; Equity Corp. for this company's con-

tinuing support and assistance with MV Offshore; the many companies that make their products available to the crews at no charge; the Governments of New South Wales and Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; the Waterside Workers' Federation; the Maritime Services Board of NSW for all its help; the NSW Water Police; the Commonwealth Department of Transport; OTC; the Royal Volunteer Coastal Patrol; Australian Volunteer Coast Guard; the Royal Motor Yacht Club, Point Piper; the Bureau of Meteorology who co-operate with Vic Bahr on weather forecasts; George Cresswell of the CSIRO Marine Laboratories; Woollahra Municipal Council; the many volunteers without whose services the Race would not be possible, including: the Race Organising Committee; the Starting Officials; the Plotting team led by Jim Morris; the Safety Inspectors; the ladies who work long and hard on the telephones in the Communications Centre; the Tasma-

nian Race officials; the CYCA Associates Committee, which runs the desks in the lobby; Buster Rickard and his Liaison Committee; the Publications Committee, chaired by Alan Brown, who assists with this program; the CYCA office and yard staff who work unbelievably long hours under arduous conditions in the lead-up to the Race — all contribute to making the AWA Sydney-Hobart Yacht Race what it is.

The Editor would especially like to thank...

The photographers, Richard Bennett and David Clare who made their spectacular pictures freely available for this publication; Rik Dovey for his editorial contributions; CYCA General Manager John Terry and sailing secretary Bob Brenac; and in particular Elaine and Christina in the Sailing Office, for their untiring efforts in getting the information about entries ready on time.

Who's heading for Hobart in '88

THE following are yachts entered for the 1988 AWA Sydney-Hobart Classic, compiled from information supplied by the Cruising Yacht Club of Australia and yacht owners, together with knowledge of the craft and their crews gleaned by the editors of OFFSHORE.

The number in brackets after the yacht's name is the number of past Sydney-Hobart races in which it has competed, the number in brackets after members of the crew indicates how many Hobarts they have sailed. Every effort is made to give an accurate and fair comment on the yacht's past performances and its potential in the coming race. Not all crew lists are complete as details had not been provided to the CYCA.



ALEXANDER OF CRESWELL (3) — 3807
LOA 11.16 m; IOR RATING 31.89
Designer: Kim Swarbrick (Aust)
Type: S 111 Year Built: 1984
Owner: Department of Defence
Club: Royal Australian Navy Sailing Association, NSW

Alexander of Creswell, like her Navy-owned sisterships, is named after a vessel of the First Fleet. She is based at the Royal Australian Naval College at HMAS Creswell in Jervis Bay and is used to give junior officers under training an awareness of the sea in small boats. Alexander has won the Oggin Cup for inter-services competition in the Sydney-Hobart since 1985.
Crew: M. Linsley (Skipper), K. Walters, R. Timms, K. Walters, W. Rose (1), D. Graham.



BACARDI (6) — Sm 377
LOA: 13.34 m; IOR RATING 32.77
Designer: Doug Peterson (USA)
Type: Two Tonner. Year Built: 1978
Owner/skipper: Bacardi Syndicate
Club: Sandringham Yacht Club, Vic.

One of the veterans of ocean racing in Australia, Bacardi has sailed in six Sydney-Hobarts as well as many races in Bass Strait under the direction of skipper John Gould who this year is sailing in his 24th Sydney-Hobart.
Crew: J. Gould (Skipper) (23).



ALL THE JAZZ (0) — 1405
LOA 12.46 m; IOR RATING 29.09
Designer: Jean Berret (France)
Type: Beneteau First 405. Year Built: 1988
Owner/skipper: Edward Dermomy
Club: Cruising Yacht Club of Australia, NSW

One of the comfortable Beneteau First 405 series of cruisers/racers built in France and marketed in Australia with success, this will be the first long race for All That Jazz. However, skipper Dermomy has raced seven times to Hobart since 1960 on various yachts and in various roles, from for hand to helmsman, navigator and skipper.
Crew: E.G. Dermomy (Skipper) (7), J. Keown (10), K. Laker (Navigator) (5), J. Hodges (4), W.E. Dermomy, A. Meagher.



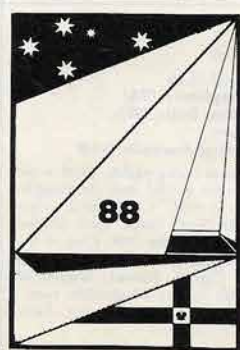
BIG SCHOTT (6) — 2111
LOA: 12.19 m; IOR RATING 30.35
Designer: Doug Peterson (USA)
Type: Two Tonner. Year Built: 1976
Owner/skipper: Peter Bush
Club: Cruising Yacht Club of Australia, NSW

Originally built in the US, Big Schott was raced briefly as Sweet Caroline in the Clipper Cup in Hawaii and sailed her first Hobart race in 1978. Tony Pearson changed the name back to Big Schott and now Peter Bush has sailed the powerful 40-footer the last few years, finishing 91st overall last year.
Crew: P. Bush (Skipper) (6), R. Richards (5), P. Hopwood (Navigator) (12), P. Taylor (4), J. Whyte (3), G. Richards (3), K. Leedow (2), E. Haynes (1), A. Lang (1).



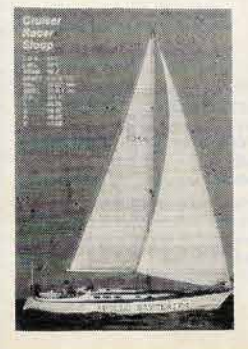
ANACONDA II (11) — KA48
LOA: 25.0 m; IOR RATING 66.3
Designer: Buchanan (UK)
Type: Maxi ketch. Year Built: 1975
Owner/skipper: Josko Grubic
Club: Royal South Australian Yacht Squadron, SA.

Veteran South Australian yachtsman Josko Grubic has sailed three times around the world and in 23 Sydney Hobart races, in Anaconda I, Adria and in his ketch-rigged maxi Anaconda II, which this year will be sailing its 12th race to Hobart. Although the largest yacht in the fleet, she is no match for the modern big boats. Nevertheless, many yachtsmen had their first taste of long ocean racing on her decks.
Crew: J. Grubic (Skipper/Navigator) (23), B. Hollings (4), P. Harriot (5).



BILLABONG (9) — R 230
LOA: 10.36 m; IOR RATING: 24.00
Designer: Peter Joubert (Aust)
Type: Cruiser/racer
Owner/Skipper: Leo Wings
Club: Royal Yacht Club of Victoria, Vic

After many races under the command of its designer, Billabong has a new owner, the experienced Leo Wings, whose record includes six Melbourne-Hobart races, two Fastnets and two TransAtlantic races.
Crew: L. Wings (Owner), A.C.F. Waters (Skipper), J.W. Whittaker (2), R. Crawford, S. Brylco, W. Glynn.



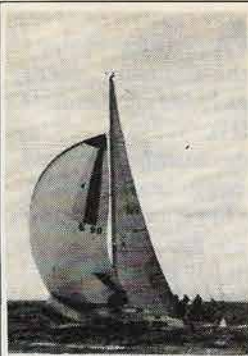
APOLLO BATTERIES (0) — 4544
LOA: 14.02 m; IOR RATING 33.0
Designer: Alan Warwick (NZ)
Type: Cardinal 46. Year Built: 1988
Owner/skipper: Rod Nyman
Club: Middle Harbour Yacht Club, NSW.

Brand new 46-footer from New Zealand, designed by Alan Warwick and launched only in September. As yet untried, with the Sydney-Hobart likely to be her first long ocean race.
Crew: R. Nyman (Skipper) (1), M. Nyman (Sailing master) (1), D. Grant (1).



BUGGBEAR (0) — 1118
LOA 10.91 m; IOR RATING: 28.48
Designer: R.L. Bugg (Aust)
Type: Fractional sloop. Year Built: 1985
Owner/Skipper: R.L. Bugg
Club: Derwent Sailing Squadron, Tas.

Buggbear was designed and built by her owner/skipper. She is a good lightweather performer, running and reaching fast but has raced for only one season. This year she won the inaugural Bicentennial Port Davey Race series. Owner's previous yacht was named Humbug.
Crew: R.L. Bugg (Skipper) (2), A. Smyrna-Jones, D. Carcy.



CARINA (1) — B 99
LOA 12.18 m; IOR RATING 32.7
Designer: Joe Adams (Aust)
Type: Adams 12. Year Built: 1983
Owner/Skipper: Daryl Abrahams
Club: Royal Brighton Yacht Club, Vic

In her only race to Hobart, in 1984, Carina was forced to retire because of a breakdown of her radio and log. Will be sailed this year by an experienced crew of Victorians.
Crew: D. Abrahams (Skipper), L. Henry, A. Woodward (Navigator), G. Sonnberger (1)



CHRISTINE (0) — F 127
LOA: 12.5 m; IOR RATING 31.76
Designer: Kim Swarbrick (Aust)
Type: Yacht Speed 40C. Year Built: 1988
Owner: Dieter Pflumbaum. Skipper: Glenn Swarbrick
Club: Fremantle Sailing Club, WA

West Australian designed, built and owned, Christine is a Yacht Speed 40C, the prototype of a new production 40-footer being developed by the Swarbrick family, with Kim the designer, Glenn the skipper. She made her racing debut in the Fremantle to Bali race in June, finished fourth in the IOR racing division.
Crew: D. Pflumbaum (Owner), G. Swarbrick (Skipper) (2), M. Softly (Navigator), B. Lorje, L. Summers, M. Foster.



CASABLANCA (6) — G 2176
LOA 15.24 m; IOR RATING
Designer: John Biddlecombe (Aust)
Type: Masthead sloop. Year Built: 1977
Owner/Skipper: Gerry McDonald
Club: Royal Geelong Yacht Club, Vic.

Casablanca is a well known veteran of the Australian ocean racing scene, having taken line honours in races from Gosford to Lord Howe Island, Queensliff to Port Fairy. Now owned in Geelong, she has been extensively re-built and still a downwind flyer, although not competitive on IOR.
Crew: G. McDonald (Skipper) (3), G. Dwyer (3), B. Holloway.



CHUTZPAH (0) — R 33
LOA: 10.2 m; IOR RATING 24.4
Designer: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1988
Owner/skipper: Hank Schilte/Bruce Taylor
Club: Royal Yacht Club of Victoria, Vic

The new Chutzpah, built by Ken Jago and launched in November is a development of the previous yacht of the same name which the owners finished sixth overall and first in Division D of last year's race. The crew are looking to improve on that excellent result but also some close class racing with the other five Davidson 34s in the fleet, including their former boat, now named Leroy Brown.
Crew: Bruce Taylor (Skipper) (7), A. Hodge (Navigator) (9), C. Purcell (8), G. Fell (5), A. Taylor (2), G. Wilson (5), K. Piesse (7), C. Black (5).



CENTURION (3) — B 131
LOA 11.78 m; IOR RATING 26.6
Designer: Sparkman & Stephens (USA)
Type: S&S 39. Year Built: 1981
Owner/Skipper: Ian Twentymen
Club: Royal Brighton Yacht Club, Vic

Centurion is well fitted S&S 39, set up for both racing and comfortable cruising. The hull is based on the S&S designed, then One Ton rating Pilgrim, subsequently modified by Bowman Yachts, WA. Ian Twentymen has sailed Centurion extensively out of Melbourne, including winning the 1988 Portsea to Flinders race.
Crew: I. Twentymen (Skipper) (1), A. Ramsden (1), N. Roberts (2)



CITY LIMITS (3) — 4216
LOA: 10.8 m; IOR RATING 27.85
Designer: Sparkman & Stephens (USA)
Type: S&S 36. Year Built: 1983
Owner/skipper: Michael Carr
Club: Kiama Cruising Yacht Club, NSW

City Limited has raced to Hobart three times, her best result being eighth overall in 1984. Skipper Michael Carr and all his crew are members of the Kiama Cruising Yacht Club on the NSW South Coast, their last long race being eighth in the Arbitrary division of the 1988 Sydney-Gold Coast race after "fending off North Head at the start."
Crew: M. Carr (Skipper) (2), P. Harmsen (1), D. Hensen (1), A. Page (1).



CHALLENGE II (3) — 5339
LOA 13.9 m; IOR RATING 33.69
Designer: Sparkman & Stephens (USA)
Type: Fractional sloop. Year Built: 1983
Owner/Skipper: Jim Dacey
Club: Cruising Yacht Club of Australia, NSW

One of Australia's great ocean racing yachts, third in the Sydney-Hobart of 1980, winner in 1983, and, according to current owner "going for it in 1988." Challenge II's other victories include the 1980 Great Circle Race around Tasmania, the 1982 Sydney-Suva, the 1980 King of the Derwent, 1984 Petersville Regatta as well as representing Australia in the Clipper Cup in Hawaii. Winner of Illingworth Trophy in 1988 Sydney-Mooloolaba race.
Crew: J. Dacey (Skipper) (3), P. Thompson (10), Andy Coyle (3)



COMPUTER SOLUTIONS (7) — 4515
LOA: 14.00 m; IOR RATING
Designer: Sparkman & Stephens (USA)
Type: Fractional sloop. Year Built: 1981
Owners: NSW Police Sailing Association
Club: Cruising Yacht Club of Australia, NSW

Formerly sailed as Inca, this yacht is owned and fully crewed by members of the NSW Police and sponsored by Computer Solutions. She finished 14th in Division A of last year's Sydney-Hobart, with her best ocean racing result being first in Division 1 of the 1986 Sydney-Mooloolaba race. A very experienced crew will sail her to Hobart this year.
Crew: E. Hreszczuk (Skipper) (1), J. Becquet (Navigator) (4), M. Burke (15), S. York (1), K. McKay (1), N. Doig (1), R. Fraser (3), W. Adams (1), B. Mills (1), M. Wookey, L. Morrison.



CHANGABANG (2) — R246
LOA 13.0 m; IOR RATING 31.21
Designer: Peter Cole (Aust)
Type: Nantucket 43. Year Built: 1984
Owner/Skipper: Bert Van Driel
Club: Royal Yacht Club of Victoria, Vic

An experienced Victorian crew will drive this solidly-built stock cruiser/racer very hard, but with emphasis on getting to Hobart safely. Changabang, the former Red Faces, has competed in most major offshore races in Bass Strait and has twice raced to Hobart, finishing 66th overall in 1986.
Crew: B. Van Driel (Skipper) (2), G. Foster (Sailing Master), R. James, N. Henderson, I. Rose (1), C. Northrop, A. Pendrigh, G. Bobeck, C. Foster, R. Bell.



DERWENT LASS (4) — H 2
LOA: 9.14 m; IOR RATING 20.7
Designer: Peter Joubert (Aust)
Type: Currawong 30. Year Built: 1978
Owner/skipper: D. Colbourn
Club: Royal Yacht Club of Tasmania, Tas

Fifth race to Hobart for this Currawong 30 Half Tonner, a similar design to the 1981 race winner Zeus II. Two other Currawong 30s have done well in heavy weather Hobart races, Granny Smith and Lollipop.
Crew: D. Colbourn (10), P. Martin (11), S. Cornish (1).



dictator (1) — YC 50
LOA: 11.54 m; IOR RATING 28.4
Designer: John Duncanson (Aust)
Type: Duncanson Offshore 38. Year Built: 1987
Owner/skipper: Dick Fidock
Club: Cruising Yacht Club of South Australia, SA
 Owner/skipper Dick Fidock is a past chairman of the Australian Yachting Federation's Offshore Committee and a former Admiral's Cup selector. He has sailed in 15 Sydney-Hobart races, sailing the South Australian designed and built Dictator into 5th place in Division C and 39th overall last year. His son Richard built Dictator and will be a key member of the crew.
Crew: R.H. Fidock (Skipper/Navigator) (15), R.G.H. Fidock (3), P. Roberts (3), R. Sellick (1), T. Miln (1), R. Richards, P. Weber (1), P. Trugen, T. Dunn (1).



ECSTACY V (1) — 367
LOA: 11.2 m; IOR RATING 25.54
Designer: John Duncanson (Aust)
Type: Duncanson 37 ketch. Year Built: 1985
Owner/skipper: Reg Harris
Club: Wollongong Yacht Club, NSW
 Fast cruiser/racer in which the owner has obviously enjoyed both with cruises to Lord Howe Island and the Whitsundays. On the racing side, Ecstasy V has had good results in local races out of Wollongong while in her only race to Hobart, in 1986, finished 94th overall.
Crew: R. Harris (Skipper/Navigator) (1), C. Gudgin (3), B. Pike (1), J. Friend (1), L. Harris (1), A. Kohler, P. French, G. Mowbray.



DOCTOR WHO (2) — 3105
LOA: 15.2 m; IOR RATING 46.57
Designer: Laurie Davidson (NZ)
Type: Maxi chaser. Year Built: 1983
Owner/skipper: George Snow
Club: Cruising Yacht Club of Australia, NSW
 Now owned by Canberra-based yachtsman George Snow, the former Dr Dan is being campaigned with success in long passage races off the Australian coast and in the Pacific. Already this year Dr Who has won line honours and first on IOR in the Brisbane to Cairns leg of the Around Australia Race, taken line honours in the Brisbane to Noumea race, and won the IOR and Arbitrary handicap honours in the Gosford to Lord Howe Island classic.
Crew: G. Snow (skipper) (6), R. Dagleish (6), M. Sinclair (3).



EYE OF THE HAWK (1) — 3211 m
LOA: 12.3 m; IOR RATING
Designer: Richards (USA)
Type: Cheoy Lee Cruiser/racer. Year Built: 1974
Owner/skipper: Barry Starling
Club:
 Previously raced as Phoenix, this comfortable cruising-type sloop was built by Cheoy Lee with more emphasis on the cruising than the racing. Her new owner should have a comfortable trip to Hobart — and some good cruising on the way home.
Crew: B. Starling (Skipper), B. Gardiner, P. Hoff.



DON PEDRO (0) — 4516
LOA 12.2 m; IOR RATING
Designer: John Burton (NZ)
Type: Burton 42. Year Built: 1977
Owner/Skipper: Ross Marks
Club: Cruising Yacht Club of Australia, NSW
 A widely experienced ocean racing and cruising yachtsman, Ross Marks bought this Burton 42 in April but so far has not raced the yacht. Skipper for the Sydney-Hobart is Conrad Jelinek who has logged 80,000 sea miles in his sailing career and is an offshore instructor with the Pacific Sailing School in Sydney.
Crew: J. Burton (Owner), C. Jelinek (Skipper), S. Schreiber, G. Marcouicz.



EX TENSION (1) — 4214
LOA: 10.9 m; IOR RATING 27.32
Designer: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1986
Owner/skipper: Tony Dunn
Club: Royal Prince Alfred Yacht Club, NSW
 Tony Dunn and his crew sailed Ex Tension to victory in her first and only Sydney-Hobart in 1986, last year choosing to sail in the Pittwater-Coffs Harbour race. Last year she also won the SCOR series at Mooloolaba. For his first-up Hobart victory Dunn was the Ocean Racing Rookie of the Year for 1986-87 season.
Crew: A. Dunn (skipper) (1), P.A. Shaw (9), J. Schoelton (4), C. Janes (2)



DRY WHITE (3) — 550
LOA: 12.20 m; IOR RATING 30.36
Designer: Van de Stadt (Holland)
Type: One Tonner. Year Built: 1984
Owner/skipper: Dennis Leitch
Club: Derwent Sailing Squadron, Tas.
 Dry White has shown evidence of her potential many times since she was launched as an Admiral's Cup team hope in 1984, but in three Sydney-Hobart races has finished only once, that was in 1987 when her Tasmanian crew sailed her into 70th place overall. The crew is very experienced and is confident of a better result this year.
Crew: D. Leitch (Skipper) (7), R. Moors (Navigator) (6), R. Boxhall (1), J. Bridgland (4), D. Cawthorn, P. Fletcher (1), J. Griggs (10), S. Keal (1), P. Propbin (11), K. Spooner (3).



FARR OUT (1) — MH10
LOA: 11.04 m; IOR RATING 27.48
Designer: Bruce Farr (NZ)
Type: Farr 1104. Year Built: 1976
Owner/skipper: R.J. Pattison
Club: Cruising Yacht Club of Australia, NSW
 First Sydney-Hobart race for this owner of Farr Out, which has been raced extensively by several owners over the past eight years. One of several Farr 1104s in the fleet.
Crew: R.J. Pattison (Skipper), P. Bowen (8), G. Ormerod (1), G. Smith (2)



EAST OF THE LIZARD (1) — YC 42
LOA: 12.76 m; IOR RATING 31.4
Designer: John Duncanson (Aust)
Type: Duncanson 40. Year Built: 1985
Owner/skipper: Peter and Sue Gibson
Club: Cruising Yacht Club of South Australia, SA.
 Completed in the 1986 Southern Cross Cup and Sydney-Hobart without success. How has new owners sailing their first Hobart race.
Crew: G. Canfield (Skipper), M. Hol, S. Chengody, M. Kennedy, Jeff Perske, P. Barr, L. Tuk, S. Cripps, P. Barnes.

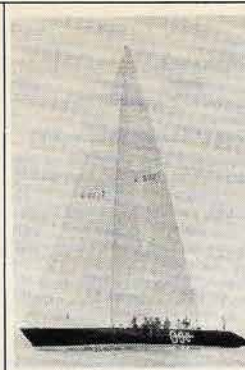


FERRIS AUDIO (1) — M 16
LOA: 12.00 m; IOR RATING 30.12
Designer: Bruce Farr (NZ)
Type: Farr 40. Year Built: 1986
Owner/skipper: Doug Coulter
Club: Lake Macquarie Yacht Club, NSW
 Previously raced as Short Circuit out of Adelaide, contesting the 1987 Sydney-Hobart (56th overall) after a successful season in South Australian waters. Now racing out of Lake Macquarie, new owner Doug Coulter has put together a crew with more than 80 Sydney-Hobarts between them. For sailing master Albert Mitchell this will be his 27th trip to Hobart while navigator Bob Snape has twice won the Barry Valance Trophy for navigation.
Crew: D.J. Coulter (Skipper) (5), A. Mitchell (Sailing master) (26), R. Snape (Navigator) (16), A. Mowbray (7), R. Carlier (10), K. Hamilton (3), M. Smith (4), B. Snape (3), G. Telford (1), P. McEneaney (1).



FIDDLERS GREEN (1) — M 82
LOA: 13.07 m; IOR RATING 31.07
Designer: Peter Cole (Aust)
Type: Nantucket 43. Year Built: 1982
Owner/skipper: Les Savage
Club: Lake Macquarie Yacht Club, NSW

Veteran Lake Macquarie yachtsman Les Savage will be sailing his 13th race to Hobart, six of them with his well known Cole 43, Polaris. His new boat, another Cole design, formerly raced out of Coffs Harbour as Virgo II. **Crew: L.H. Savage (Skipper) (12), R. Parker (8), B. Smith (5).**



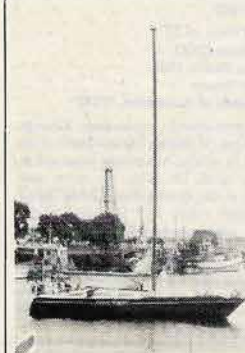
FREIGHT TRAIN (3) — 5222
LOA: 18.82 m; IOR RATING 51.28
Designer: German Frers
Type: Maxi-chaser. Year Built: 1983
Owner/skipper: Damien Parkes
Club: Cruising Yacht Club of Australia, NSW.

Power 62-footer from Perth which CYCA chief safety inspector Damien Parkes took delivery of on the eve of the 1987 AWA Sydney-Hobart race and did well to finish sixth in Division. Damien has sailed in 11 Hobarts, including being watch captain aboard Vengeance when she took line honours in 1981 and has brought great experience aboard his own ocean racer. Recently finished third to Helsal III and Dr Who in line honours for Gosford to Lord Howe Island race after a late start. **Crew: D. Parkes (Skipper) (11), K. Boyle (Navigator) (5), H. Paterson (Sailing Master) (6), I. Broad (6), R. Gumley (6), C. Tipney (8), J. Donald (5), R. Kirkby (6), P. Mooney (5), A. Parker (7), P. Turner (4), I. Harris, C. O'Connor (6), T. Cable (23).**



FIONA (1) — M 16
LOA: 12.92m m; IOR RATING 33.1
Designer: Bruce Farr (NZ)
Type: Two Tonner. Year Built: 1976
Owner/skipper: David Walsh

Veteran Two Tonner designed by Bruce Farr, she was built and raced successfully by Jock Sturrock out of Melbourne and continues to sail well on Lake Macquarie under her present ownership. **Crew: D. Walsh (Skipper) (2), N. Tregarthen (1), M. Goodridge (1).**



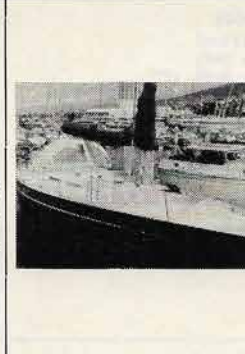
FRICTION (1) — G 279
LOA: 12.20 m; IOR RATING
Designer: Joe Adams (Aust)
Type: Adams 12. Year Built: 1982
Owner/skipper: Christopher Lake
Club: Royal Geelong Yacht Club, Vic.

A noted heavy weather performer, this Adams 12 finished 110th overall in her first Sydney-Hobart last year, 20th in Division A but 13th in the division under Ilingworth handicaps. Best recent performance was third on Performance Handicap in 1988 Queenscliff to Portland race in Bass Strait. **Crew: C. Lake (Skipper) (1), J. Rodgers (Navigator) (1), K. Martin (2), R. Hayward (1), W. Henderson (1), M. Potton (1), M. Bailey, P. Goodall, W. Zimmetski.**



FIRETEL (5) — A 50
LOA: 9.98 m; IOR RATING 23.30
Designer: Dick Carter (USA)
Type: Three-quarter Tonner
Owner/skipper: R. Lawler and K. Taylor
Club: Sydney Amateur Sailing Club, NSW

Consistent competitor in offshore racing out of Sydney, to Hobart, Mooloolaba, Gold Coast and Lord Howe Island without any major successes. Last raced to Hobart in 1986. **Crew: R. Lawler (Skipper) (7), M. Tomaszewski (Navigator) (1), M. Lawler (3).**



GALAXY III (1) — 261
LOA: 11.88m m; IOR RATING 26.5
Designer: Sparkman & Stephens (USA)
Type: S&S 39
Owner: David Kitchener
Club: Royal Yacht Club of Tasmania

Under new ownership, this stoutly-built masthead sloop has been raced and cruised extensively since being launched in 1983. Her experienced crew is headed by 58-year-old David Kitchener and his son, David, 32. **Crew: D. Kitchener Snr (Skipper/Navigator) (1), D. Kitchener Jnr (1), G. Stephenson.**



FLY BY NIGHT (2) — B 133
LOA: 10.15 m; IOR RATING 24.56
Designer: Robert Humphreys (UK)
Type: Fractional sloop. Year Built: 1982
Owner/skipper: John Drake
Club: Royal Brighton Yacht Club, Vic

Sailed in the 1983 and 1984 Hobart races, retiring from the galeswept 1984 race. Since then has been raced extensively in Victoria, including the Melbourne to Devonport races several times. **Crew: J.G. Drake (Skipper), I. Gould (Navigator) (1), J. Last, B. Mullet, S. Medhurst, G. Hall, J. Crawford.**



GREAT NEWS (2) — KA 1770
LOA: 15.24 m; IOR RATING 40.03
Designer: Bruce Farr (NZ)
Type: Farr 50. Year Built: 1987
Owners: David Forbes and John Calvert Jones
Club: Cruising Yacht Club of Australia, NSW

Arguably the fastest 50-footer in the world, Great News has returned from an outstanding overseas campaign, leading the Australian team to victory in the Kenwood Cup in Hawaii and then winning its class of the San Francisco Big Boat Series. Skipper David Forbes is an Olympic gold medalist and has represented Australia in the Admiral's Cup (6 times), Kenwood Cup (4), Sardinia Cup (1) and Southern Cross Cup (3). Co-owner John Calvert Jones is a former world champion helmsman in the Flying Fifteen class. **Crew: D. Forbes (Skipper) (8), J. Calvert Jones (3), B. Case (15).**



FRANKLIN (8) — RANC 2
LOA: 13.0 m; IOR RATING 30.9
Designer: Morgan Giles (UK)
Type: Masthead sloop. Year Built: 1962
Owner/skipper: Department of Defence. Skipper: Paul James
Club: Royal Australian Navy Sailing Association, NSW

Built by the apprentices at Garden Island Dockyard, Franklin was launched in 1962 and is probably the oldest yacht in this year's fleet. The steel-hulled sloop has competed in eight Hobart races and she recently survived a move to have her scrapped. Following a self-help refit and Lloyds survey, she is ready to do battle in the Sydney-Hobart once more, for the first time in 15 years. **Crew: P. A. James (Skipper) (1), P. Robinson (Navigator), S. Toth, G. Kelly, B. Wesntz, P. Kensole, R. Shelverton.**



GROUP THERAPY (1) — MH 267
LOA: 14.52 m; IOR RATING 38.90
Designer: Ron Holland (Ireland)
Type: Holland 48
Owners: Group Therapy Syndicate
Club: Middle Harbour Yacht Club, NSW

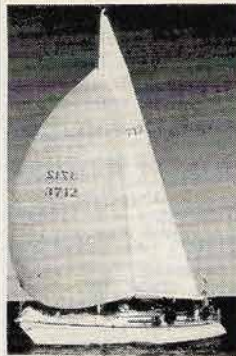
Previously raced as Ile of Luig, this fast 48-footer is owned by a syndicate of six yachtsmen who have had extensive and varied, but undistinguished (to use their own words) ocean racing careers. According to skipper Peter Wheeler, they "push the boat to the limit of our budget and convinced that we get more-fun-per-dollar than the opposition." **Crew: P. Wheeler (Skipper) (2), A. Clark (5), N. Cox (2).**



HALFHOUR (0) — 4173
LOA: 8.972 m; IOR RATING
Designer: Robert Humphreys (UK)
Type: Half Tonner. Year Built: 1988
Owner/skipper: John Hancock
Club: Royal Sydney Yacht Squadron, NSW.

Half Hour is latest Half Ton design from Europe, designed in 1988 by leading British naval architect Robert Humphreys. Built of state-of-the-art materials by Boat-Speed in New Zealand, it has Riggerna rigging and Relling Sails, Barient winches and the very latest in electronics from VDO. Owner John Hancock has put together a strong crew and in a light weather race this will be the boat to watch.

Crew: J. Hancock (Skipper), M. Still (Helmsman), N. Williams (1), J. Gillis.



HORNET (1) — 3712
LOA: 10.97 m; IOR RATING 25.13
Designer: Sparkman & Stephens (USA)
Type: S&S 36. Year Built: 1984
Owner/skipper: The Sting Syndicate
Club: CYCA, RAN Sailing Association, NSW

Four members of the crew are members of The Sting Syndicate, with 19 Sydney-Hobarts between them. They raced the boat, the ex-Magazine, to Hobart for the first time last year, finishing 53rd overall and are confident of a better result this year.

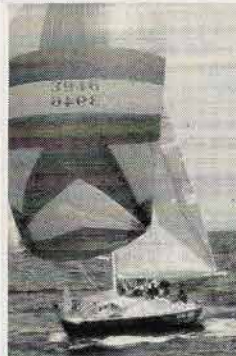
Crew: J. Rigg (Skipper) (8), B. Molton (Navigator), E. McLennan (15), L. Thompson (9), B. Basquil (1), P. Nankivell (1), P. Williams.



HAMMER OF QUEENSLAND (1) — 7
LOA: 20.57m m; IOR RATING 68.9
Designer: Kel Steinman (Aust)
Type: "Pocket" maxi. Year Built: 1987
Owner/skipper: Arthur Bloore
Club: Queensland Yacht Squadron, Qld.

This radical, light displacement "pocket" maxi made her ocean racing debut in last year's Hobart race but problems with her rig forced the crew to finish under reefed sails and dropped back from third to cross the line seventh. Since then, however, Hammer has won on handicap the Bicentennial Tall Ships Race from Hobart to Sydney, and taking line honours in the Brisbane to Gladstone and Sydney-Gold Coast Races. Bound to be one of the front runners.

Crew: A. Bloore (Skipper) (3), B. Tardrew (Navigator) (9), S. Corrigan (4), M. Blackmore (6), D. Kellett (15), W. Sykes (6), B. Clay (6), P. Fletcher (6), S. Chapman, G. McNamara, M. Pugh, J. Woodford (10), D. Williams (3)



HUMMINGBIRD (1) — R 3946
LOA: 11.45 m; IOR RATING 28.15
Designer: Bruce Farr (NZ)
Type: Farr 37. Year Built: 1985
Owner/skipper: Peter Nicholson
Club: Royal Yacht Club of Victoria, Vic.

Hummingbird had a very successful racing career in NSW under its original owner, including finishing second overall to Sagacious and first in Division C of the 1985, Sydney-Hobart. Now based at the Royal Yacht Club of Victoria, her new owner and crew are keen to achieve the Farr 37's previous success.

Crew: P. Nicholson (Skipper), C. Donnelly, S. Nicholson, C. Nicholson, R. Nicholson, A. Webb, M. Webb, D. Stevens, W. McKnight.



HARBINGER (0) — B 32
LOA: 10.17 m; IOR RATING 24.47
Designer: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1988
Owner/skipper: Barry Dean
Club: Royal Brighton Yacht Club, Vic.

One of six Davidson 34s in this fleet, Harbinger was launched in March this year for Frankston yachtsman Barry Dean and went on to win the Ocean Racing Club of Victoria's Winter Series overall and in division 2. Also won the Queenscliff to Apollo Bay race. Sistership to crack racers Chutzpah and Singapore Girl.

Crew: B. Dean (Skipper), P. Newman (Navigator) (6), S. Anderson (2).



HYPERDRIVE (0) — 4490
LOA 13.4 m; IOR RATING
Designer: Joe Adams (Aust)
Type: Carina/Adams 44. Year Built: 1988
Owner/Skipper: John Clark
Club: Royal Prince Alfred Yacht Club, NSW

First of a new range of production yachts designed by Joe Adams and built by Paul Kelly of Carina Yachts in Sydney who, among other yachts, built Windward Passage II. Skipper John Clark is a sail designer for Aeronaut Sails which, of course, are being used on Hyperdrive.

Crew: J. Clark (Skipper), P. Kelly (Navigator) (7), B. Walker (3).



HAUPIA (0) — 5350
LOA: 10.6 m; IOR RATING 31.16
Designer: Rodney S. Johnson (US)
Type: J 35. Year Built: 1987
Owner/skipper: Tom Johnson
Club: Cruising Yacht Club of Australia, NSW

The only J 35 in Australia, but in the US this production offshore racing yacht has proven to be a fast all rounder. They don't rate well under IOR, but will be much better suited when IMS is introduced here. This year Haupia has won the Bicentennial Sydney-Newcastle race, finished second in the return race, and second in the Channel Handicap division of the Jupiters Sydney-Gold Coast race.

Crew: T. Johnson (Skipper), S. Keane (4), D. Johnston.



ICARUS (2) — 3774
LOA 11.58 m; IOR RATING 33.52
Designer: Kauffman (Aust)
Type: North Shore 38. Year Built: 1984
Owner/Skipper: Alan Ridley
Club: Middle Harbour Yacht Club, NSW

One of the many North Shore 38 production yachts now being raced offshore, Icarus will be sailing her third Hobart race, finishing 132nd overall last year. For four members of her experienced crew it will be quarter Bicentennial Celebration — four of them turn 50 this year.

Crew: A. Ridley (Skipper) (4), D. Tracey (Navigator) (4), D. MacGeachie (3), J. Carnegie (1), J. Smith (4), P. Tracey (1), B. Sandow.



HELSAL II (9) — G 3
LOA: 20.2 m; IOR RATING 66.49
Designer: Joe Adams (Aust)
Type: "Pocket" maxi. Year Built: 1979
Owner/skipper: A.M. ("Sandy") Kelso
Club: Royal Geelong Yacht Club, Vic.

Helsal II has the doubtful distinction of having had more names than any yacht in this fleet in an action-packed career under several owners and charterers. Geelong yachtsman "Sandy" Kelso restored her original name and has campaigned her well in Bass Strait races and in the past few Sydney-Hobarts, last year finishing fourth across the line.

Crew: A.M. Kelso (Skipper) (9), R. Wensor (Navigator) (4), J.L. Walter (4), M.E. Stain (6), P. H. Klutke (3), I.S. Watson (11), D.A. Hume (2), B. Smith (2), J.H. Champ (1), S.J. Kellett (1), B. A. Robbie, D. Price (4), M.E. Baillieu (2), A.K. Curtis (14).



ILLUSION (0) — Sm 80
LOA 10.20 m; IOR RATING
Designer: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1988
Owner/Skipper: Gino Knezic
Club: Sandringham Yacht Club, Vic.

Brand new Davidson 34 built in Melbourne by Ken Jago for one of Victoria's most successful yachtsmen over the past five years with Savage, including winning the Petersville Regatta, the ORCV Winter Series and a Melbourne to Devonport Race. Illusion will be one of six Davidson 34s in the fleet for Hobart giving keen competition within the overall race. Crew is headed by international yachtsman Ross Lloyd of North Sails.

Crew: G. Knezic (Skipper) (1), R. Lloyd (Helmsman) (6), P. Newman (Navigator) (5), W. Johnson (5).



IMPECCABLE (5) — MH 106
LOA 10.22 m; IOR RATING
Designer: Doug Peterson (USA)
Type: Fractional rig sloop. Year Built: 1980
Owner/Skipper: John Walker
Club: Middle Harbour Yacht Club

Consistently successful 34-footer which finished second overall in the 1986 Sydney-Hobart and first in Division D both IOR and Illingworth. Owner/skipper John Walker has also sailed Impeccable into a third in the Sydney-Mooloolaba, a third in the Mongrtagu Island race, also winning Division 3 of the CYCA LOPS in 1986 and MHYC's Gillawa Shield in 1984 and 1986. Again a strong prospect in a light to moderate weather race.
Crew: J. Walker (Skipper) (5), R. Moore (1), D. McKellar.



Jan z KOLNA (0) — PZ 6
LOA 17.92 m; IOR RATING
Designer: (Kujawa) (Poland)
Type: Conrad 144. Year Built: 1962
Owner: Shiprepair Yacht Nauta, Gdynia, Poland
Club: Merchant Navy Students' Yacht Club, Poland

Came to Australia to compete in the Bicentennial Tall Ships Race from Hobart to Sydney and then went to circumnavigate Australia joining the Around Australia Race fully-crewed fleet from Darwin to Sydney. Essentially a cruising boat, she is of steel construction, as the oldest yacht in the fleet, the RAN training yacht, Franklin.



INDIAN PACIFIC (Vic) — KA 3695
LOA 12.19 m; IOR RATING
Designer: Bruce Farr (NZ)
Type: One Tonner
Owner: Ken Durran. Skipper: Grant Durran
Club: Royal Geelong Yacht Club, Vic.

Winner of the galeswept 1984 Sydney-Hobart when owned by Sydney yachtsman John Eyles, this outstanding Farr 40 has not been worse than ninth in three Hobarts. Since being owned in Victoria, Indian Pacific has won two Queenscliff to Grassy (King Island) races, and a Queenscliff to Port Fairy race. Skipper Grant Durran is only 18 and will be sailing in this first Hobart race.
Crew: G. Durran (Skipper), K. Durran (1), B. Hunt, B. McDonald, S. Clark, P. Recuenberg, G. Ritchie, A. Swan, C. Moore.



KINGS CROSS (3) — Sm 621
LOA 10.94 m; IOR RATING 27.39
Designer: Laurie Davidson. (NZ)
Type: Davidson 36. Year Built: 1985
Owner/Skipper: Bruce Edmunds/Robert Green
Club: Sandringham Yacht Club, Vic.

As Pemberton II, this fast 36-footer sailed into a division place in last year's race. Now under Victorian ownership, she was placed in her division of the Ocean Racing Club of Victoria's Winter IOR Series and won her first ocean race, to Portland. Following a programme of work on weight distribution, the keel and sails set out by designer Davidson and carried out in conjunction with an on-board computer, the yacht's performance has improved significantly.

Crew: B. Edmunds (Co-skipper) (6), R. Green (Co-skipper) (11) D. Vickers (9), J. Beaumont (3), G. Nixon (2), D. O'Toole (4), T. Silbereisen (9), M. Welsh.



INDIAN PACIFIC (2) — MH 9
LOA 10.97 m; IOR RATING
Designer: Laurie Davidson (NZ)
Type: Davidson 37. Year Built: 1986
Owner/Skipper: John Eyles
Club: Middle Harbour Yacht Club, NSW

John Eyles won the galeswept 1984 Sydney-Hobart with his Farr 40 of the same name and has enjoyed considerable success with this smaller boat, although the best in the AWA Sydney-Hobart has been an 11th in 1986. However, Indian Pacific won the 1987 Sydney-Gold Coast Race and finished fourth this year and will be a strong contender to Hobart.

Crew: J. Eyles (Skipper) (8), D. Doyle (Navigator), W. Wardell (3), G. Robson-Scott (6), C. Perdew (2), P. Clark (4).



KINGURRA (3) — B 23
LOA 13.10 m; IOR RATING 30.97
Designer: Peter Joubert (Aust)
Type: Cruiser/racer. Year Built: 1972
Owner/Skipper: Peter Joubert
Club: Royal Brighton Yacht Club

University of Melbourne Professor of Mechanical Engineering and part-time yacht designer Peter Joubert "bought back the farm" when he acquired Kingurra and sailed the heavy displacement, wooden cruiser/racer he had designed to Hobart last year. It was the third race to Hobart for Kingurra, the 16th for the veteran Joubert who designed the 1981 race winner Zeus II, one of his excellent Currawaong designs. Between them, the crew have sailed in 100 Hobart races.

Crew: P. Joubert (Skipper) (16), K. Flockhart (Navigator) (14), A. Butler (27), T. Vautin (11), N. Sharp (12), A. Barnes (1), D. Rout (1), C. Oldfield (8), Warren Anderson (17), A. McEwan (1).



INSATIABLE (2) — S79
LOA 12.13 m; IOR RATING 30.77
Designer: Van de Stadt (Holland)
Type: One Tonner. Year Built: 1985
Owner/Skipper: George Wilson
Club: Royal Melbourne Yacht Squadron, Vic.

A near sistership to the well-performed Dry White, Insatiable has sailed in two Sydney-Hobarts, but without any success, finishing 128th last year.

Crew: G. Wilson (Skipper) (3), D. Guest (2), D. Kininmonth (1), A. Wilson, A. Walker, G. Roberts, M. Roberts.



LADY PENRHYN OF NIRIMBA (2) — 3809
LOA 11.1 m; IOR RATING 31.86
Designer: Kim Swarbrick (Aust)
Type: S111. Year Built: 1984
Owner/Skipper: Department of Defence (HMAS Nirimba)
Club: Royal Australia Navy Sailing Association, NSW.

One of several S111 cruiser/racers owned by the Department of Defence and used by the Navy for sea training, Lady Penrhyn will be sailed by trainees from HMAS Nirimba, the apprentice training establishment in Sydney's Western Suburbs, headed by experienced watch keepers.

Crew: R. Catt (Skipper/Navigator) (9), W. Rose (2), M. Horton, D. Jackson, A. Vernon, S. Hopkinson, D. Mackenzie, A. White.



INTRIGUE (4) — A40
LOA 12.20 m; IOR RATING
Designer: Tony Castro (UK)
Type: One Tonner. Year Built: 1984
Owner/Skipper: Don Calvert
Club: Royal Yacht Club of Tasmania, Tas

The first Tasmanian yacht to represent Australia in the Admiral's Cup, this timber One Tonner has been rebuilt after being extensively damaged in a collision with the maxi yacht Sovereign in the King of the Derwent Race last January. Owner/Skipper Calvert, now one of the flag officers of the Royal Yacht Club of Tasmania, is just the man to put Tasmania back in the winners list of the Sydney-Hobart classic.

Crew: D. Calvert (Skipper) (6), D. Gourley (Navigator) (9), S. Graves (8), R. Home (7), C. Lamprill (4), J. Brook (1), S. Salter (1), M. Johnston, J. Reid (4), K. Trevillion (1).



LONGHORN (0) — 4576
LOA 15.54 m; IOR RATING
Designer: German Frers (Argentina)
Type: Sawn 51. Year Built: 1982
Owner/Skipper: Wick Beavers
Club: Mooloolaba Yacht Club, Qld.

American Wick Beavers has taken time off from a round-the-world cruise with his wife and seven-year-old son, Charlie, to compete in the Hobart race with his comfortable Swan 51 fast cruising sloop. Beavers has a long record of ocean racing and cruising in the United States and in the Pacific.

Crew: W. Beavers (Skipper), J. Kimble, D. Joye.



MADLINE'S DAUGHTER (2) — KA 3000

LOA 13.9 m; IOR RATING 31.11
Designer: Bruce Farr (NZ)
Type: Admiral's Cupper. Year Built: 1987
Owner/Skipper: Peter Kurts
Club: Cruising Yacht Club of Australia, NSW.

Owned and skippered by the doyen of Australian ocean racing, Peter Kurts, Madeline's Daughter was a member of Australia's team which finished third in the 1987 Admiral's Cup and won the AWA Southern Cross Cup later in the year. Kurts has already won two Hobart races, with Love and War in 1974 and 1975, and had fastest corrected time in 1985 with Drake's Prayer, only to lose first place in a controversial protest. Placed fifth last year in race dominated by the maxi yachts.
Crew: P. Kurts (Skipper) (23), P. Shipway (Sailing master) (17), J. Harris (14), M. Coxon (3), J. Byrne (2), S. Kurts (6), R. MacAllister (5), A. Pratt, R. Johnson (15), P. Wulf (12).



MERCEDES IV (9) — 1224

LOA 12.7 m; IOR RATING 31.63
Designer: Ted Kaufman (Aust)
Type: ex Admiral's Cupper. Year Built: 1974
Owner/Skipper: P. Stronach
Club: Cruising Yacht Club of Australia, NSW.

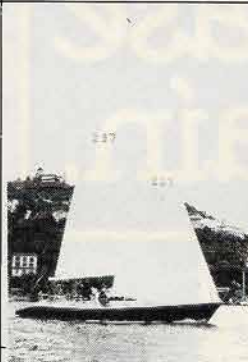
One of the great ocean racing yachts of the past 12 years, Mercedes IV has contested nine Hobart races, finishing fourth in her first and 10 years later winning the CYCA Blue Water Championship. Now in 1988 she has won the long ocean pointscore in her division. An experienced crew is headed by sailing master Bill Ratcliff sailing in his 24th Hobart.
Crew: P. Stronach (Skipper) (1), A. Ratcliff (Sailing master) (24), B. Simpson (16), V. Walsh (13), J. Wuhrer (Navigator), L. Ratcliff (2), S. Huggins (2), P. Allison (1), I. Grimwood, D. Aubrey (4), A. Heenan (5).



MADMAN'S WOODYARD (2) — 4803

LOA 9.45 m; IOR RATING 22.06
Designer: Ed Dubois (UK)
Type: Half Tonner. Year Built: 1982
Owner/Skipper: John Messenger
Club: Middle Harbour Yacht Club, NSW.

Believed to be the only yacht to have finished a Sydney-Hobart race under jury rig — in the 1986 race she sailed across Storm Bay and up the Derwent with sails set on a broken mast that hung like a broken wing over the side. In 1987, however, Madman's Woodyard retired early. In light to moderate running conditions she could turn in a good race as she certainly has the pedigree.
Crew: J. Messenger (Skipper) (1), C. Bowling (Navigator) (4), R. Speedy.



MIDDLE HARBOUR EXPRESS (2) — 237

LOA 11.29 m; IOR RATING 27.1
Designer: Laurie Davidson (NZ)
Type: Davidson 37
Owner/Skipper: Ray Stone/George Challoner
Club: Middle Harbour Yacht Club, NSW.

Originally known as Golf Coast Express and the star of the Clipper Cup in Hawaii in 1980, this early Davidson design has been steadily up-dated by her present owners, with a new keel in 1987 and a new, taller rig this year. Currently out-performing the newer breed of Davidson 37s, she has not been placed worse than fifth overall in an IOR race this year after being third in Division C of the last Hobart race.
Crew: R. Stone (Skipper) (3), G. Stone (Navigator) (4), G. Challoner (2), S. Walker (1), B. Hair, T. Outhie, P. Gossip (1), R. Can Egdon (2).



MCCAUGHAN'S HELSAL (1) — 262

LOA 20.1 m; IOR RATING 67.96
Designer: Joe Adams (Aust)
Type: Pocket maxi. Year Built: 1984
Owner: H.A. Fisher. Skipper: Robbie Fisher
Club: Cruising Yacht Club of Australia, NSW

Sponsored for this race by a merchant banker, Helsal III is the third yacht to carry this famous name in Sydney-Hobart races. The original Helsal, the so-called "Flying Footpath" because of the ferro-cement construction, took line honours in 1973. Helsal III recently took line honours in the Gosford to Lord Howe Island race, slashing seven and a half hours off the record set by Helsal in 1974. Owner Dr Tony Fisher's son, Robbie, is skippering the Helsal III to Hobart.
Crew: R.B. Fisher (Skipper) (10), D.A. Lawson (Navigator) (25), J. Wood (7).



MIRRABOOKA (1) — A8

LOA 14.32 m; IOR RATING
Designer: German Frers (Argentina)
Type: Racer/cruiser. Year Built: 1987
Owner/Skipper: John and Peter Bennetto
Club: Royal Yacht Club of Tasmania, Tas.

A modification of the Swan 46, Mirrabooka was designed to the new IMS measuring method and will rate much better when that is introduced to Australia. Owner/skipper John Bennetto will be sailing his 28th race to Hobart since 1947 and is looking forward to a fast but comfortable race. Altogether his Tasmanian crew has 40 Hobart races between them.
Crew: J. Bennetto (Skipper) (27), S. Firth (Navigator) (15), S. Wilson (1), H. Bain, J. Gifford (4), P. Weatherhead (5), G. Ropen (4), S. Jennings (1), L. Griffiths (3), F. Nicholas (6), L. Nibles (10), P. Foster (1).



MARK TWAIN (6) — A 113

LOA 11.87 m; IOR RATING 26.32
Designer: Sparkman & Stephens (USA)
Type: S&S 39. Year Built: 1971
Owner/Skipper: Hugh O'Neill and C. Ward
Club: Sydney Amateur Sailing Club, NSW.

Originally designed to the old One Ton rule, this timber hulled sloop is still a top performer in long ocean races. She finished second on Illingworth handicaps in her division of the Sydney-Hobart in 1986 and also second in the OTC Race from Hobart to Perth. She finished third overall in the IOR division of last year's Lord Howe Island race. Her navigator, Victorian Don Lang will be sailing his 27th Hobart race.
Crew: H. O'Neill (Skipper) (7), D. Lang (Navigator) (26), J. Shendan (7), R. Kenyon (2), P. O'Donnell (1), R. Mills (6), K. Radford (5), T. Pulkiss, T. Walkley (5).



MISTRESS AGAIN (1) — 3767

LOA 11.04 m; IOR RATING 27.81
Designer: Bruce Farr (NZ)
Type: Farr 1104
Owner/Skipper: Dave Senogles
Club: Gosford Sailing Club, NSW

Dave Senogles is a well known Gosford sailor, originally in skifs and in recent years a regular competitor in offshore races, contesting eight Gosford to Lord Howe Island races, three Pittwater-Coffs Harbour, two races to Southport and in the 1987 Sydney-Hobart, finishing a creditable sixth in division. Son Darren, at 14, was the youngest crewman in the 1987 race to Hobart and he is sailing again this year.
Crew: Dave Senogles (Skipper) (1), Darren Senogles (1), S. Lamb (10), K. Mitchell (5).



MERCANTILE CREDITS (0) — 3663

LOA 12.8 m; IOR RATING 31.46
Designer: Ron Holland (Ireland)
Type: Two Tonner. Year Built: 1983
Owner: Graeme Lambert & Assoc. Skipper: Bob Steel
Club: Cruising Yacht Club of Australia, NSW.

Originally named Too Impetuous but now sailing under sponsorship name, this veteran ocean racer is owned by Graeme Lambert who skippered Impetuous in Australia's winning Admiral's Cup team in 1979. More recent successes have been wins in the Pittwater-Coff Harbour race and Division A of the Sydney-Gold Coast. Skipper to Hobart is Bob Steel.
Crew: R. Steel (Skipper) (1), P. Weiley (Navigator) (1), P. Glynn (1).



MOONSHINE (0) — 2118

LOA 11.00 m; IOR RATING
Designer: Bruce Farr (NZ)
Type: Compass 37
Owner/Skipper: Richard St. J. Cross
Club: Royal Prince Alfred Yacht Club, NSW

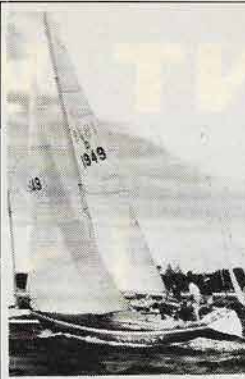
Owner and yacht are both sailing in their first Sydney-Hobart race. Contested the 1988 Jupiters Sydney-Gold Coast Regatta, finishing a creditable ninth overall and was first to finish among the Division B group, placing sixth on corrected time in the division.
Crew: R. St. J. Cross (Skipper), A. Norman (Navigator) (1), A. Desurmount.



MORNING TIDE (4) — A94
LOA 10.28 m; IOR RATING
Designer: Sparkman & Stephens (USA)
Type: S&S 34
Owner/Skipper: James M. Lawler
Club: Sydney Amateur Sailing Club, NSW.

The S&S has a fine tradition of good performances in the Australian ocean racing scene, going back to Ted Heath's 1969 Sydney-Hobart winner, Morning Cloud, and including John Sanders' around-the-world boat, Perie Banou. Morning Tide, launched in 1975, is a fine example of consistent good racing by the S&S 34s, whose recent record including winning the prestigious Samuel Pepys Trophy in last year's Hobart race.

Crew: J.M. Lawler (Skipper) (5), J.V. Lawler (5), P. Robinson (Navigator) (5).



NANTUCKET (0) — b1949
LOA 9.5 m; IOR RATING 20.63
Designer: Peter Cole (Aust)
Type: Cole 31. Year Built: 1976
Owner/Skipper: Ian Rust
Club: Blairgowrie Yacht Squadron, Vic

One of the first Half Tonners designed by Peter Cole, this yacht represented Australia in the world Half Ton Cup in Yugoslavia back in 1976.

Crew: I. Rust (Skipper), D. Quin, V. Sargent, C. Stott.



MONTANO REALTY'S ANIMAL FARM (0) — 1520
LOA 15.69 m; IOR RATING
Designer: Joe Adams (Aust)
Type: Adams 15
Owner/Skipper: Anthony and Martin Beilby
Club: Cruising Yacht Club of Australia, NSW.

Fast 51-footer from the drawing board of Joe Adams, she took line honours in her first race, from Brisbane to Noumea and last year headed the fleet north in the Pittwater to Coffs Harbour race. Recently brought south to Sydney, her new owners are newcomers to ocean racing but have put together a well experienced crew.

Crew: A. Beilby (Skipper), M. Beilby (Co-skipper), P. Tabone (6), J. Lelliot (5), G. de Perthuis (5).



NELLIE ZANDER (1) — B 141
LOA 10.96 m; IOR RATING 23.77
Designer: Ron Swanson
Type: Swanson 36. Year Built: 1968
Owner/Skipper: John Dayman
Club: Royal Brighton Yacht Club, Vic.

Designed back in the early 1960s and launched in 1968, Nellie Zander is one of the oldest of the famous yachts designed and built by the Swanson Bros. Her only previous Sydney-Hobart was back in 1972 but she competed in the one and only Great Circle Race around Tasmania and if conditions are "survival" weather she will always finish. She is at her best in 40 knots.

Crew: J. Dayman (Skipper), M. Skinner (Navigator) (1), L. Hockaday, R. Foot, G. Smith, G. Dent, R. Ironmonger, K. Thomson.



MR BOJANGLES (0) — 4556
LOA 11.58 m; IOR RATING 34.36
Designer: Hank Kaufmann (Aust)
Type: North Shore 38. Year Built: 1988
Owner/Skipper: Ron Ellis
Club: Cruising Yacht Club of Australia, NSW.

Newly launched Northshore 38 with only limited offshore racing so far. Originally bought as a family cruising yacht but owner Ron Ellis decided to compete in ocean racing after great encouragement from the family's younger members.

Crew: R. Ellis (Skipper), A. Perrett (Navigator), Craig Ellis, Carmen Ellis, W. Frahm, P. Griebel, P. Gibbs, N. La-Macchio, D. Perrett.



NIGHT RAIDER (0) — Sm 269
LOA 9.6 m; IOR RATING
Designer: Bruce Farr (NZ)
Type: Half Tonner. Year Built: 1977
Owner/Skipper: John Sparrow
Club: Sandringham Yacht Club, Vic

Launched as That's Life back in 1977, this Farr design finished second in the 1977 world Half Ton Cup. Since then has been changed from a centreboard to a conventional keel yacht and has become a fast and safe Victoria offshore racer. Navigator Phil Sparrow is immediate past president of the Victorian Yachting Council.

Crew: J. Sparrow (Skipper), P. Sparrow (Navigator), G. Hood.



MULBERRY (2) — b 35
LOA 9.04 m; IOR RATING 20.48
Designer: Ron Swanson (Aust)
Type: Half Tonner. Year Built: 1974
Owner/Skipper: Bill Wright
Club: Blairgowrie Yacht Squadron, Vic

One of the smallest yachts in the fleet, this little 29-footer is lining up for its third race to Hobart, the first back in 1977, the second last year. In fact, skipper Bill Wright and his brother "Tubby" claim they won the Bicentenary Race as Mulberry finished on New Year's Day, to a great reception after going to the aid of the Sea Eagle which had an ill crew member aboard of Tasman Island.

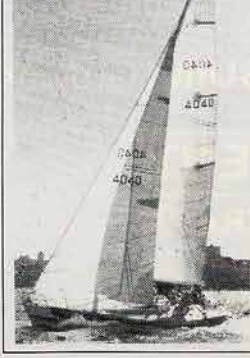
Crew: W. Wright (Skipper) (4), A. Wright (1), A. Cox (1), I. Hall (1), Wendy Wright.



NORTHERN TERRITORY SPIRIT (0) — NT 2
LOA 12.33 m; IOR RATING 32.6
Designer: German Frers (Argentina)
Type: Racer/cruiser. Year Built: 1988
Owner: Northern Territory Sailing Trust
Club: Darwin Sailing Club, Northern Territory

Conceived as a Bicentennial project, and funded by the Northern Territory Government, local sponsors and by public donation, this yacht represents the Northern Territory and is known in Darwin as "the peoples boat". Since being launched she has finished second in the Darwin to Ambon race and is one of only four fully crewed yachts which successfully completed the Bicentennial Around Australia Yacht Race. She will be back in Sydney only for six weeks before sailing to Hobart.

Crew: M. Rijkuris (Skipper) (2), P. Buckley, J. Hardy.



NADIA IV (3) — 4040
LOA 12.19 m; IOR RATING 29.86
Designer: Bruce Farr (NZ)
Type: Farr 40. Year Built: 1984
Owner/Skipper: Teki Dalton
Club: Cruising Yacht Club of Australia, NSW

Formerly owned by members of the Canberra Ocean Racing Club, this well sailed Farr 40 is now owned by one of the founding members of the club who will be sailing in his eighth Hobart race. Nadia IV won the CYCA 1985-86 long ocean pointscore while in 1987 the yacht took line and handicap honours in the Club Med Sydney-Noumea race.

Crew: T. Dalton (Skipper) (7), G. Holt (3).



NYNJA GO (5) — M 53
LOA 11.04 m; IOR RATING 28.08
Designer: Bruce Farr (NZ)
Type: Farr 1104. Year Built: 1982
Owner/Skipper: Ron Axe
Club: Lake Macquarie Yacht Club, NSW

One of the many Farr 1104s racing in Australia and entered in this race. Nynja Go has sailed in five Hobarts since launching in 1982. Her best offshore racing result was a third overall in the 1983 Gosford to Lord Howe Island Race.

Crew: R. C. Axe (Skipper/Navigator) (5), M. Axe (3), D. Pomfret (6), R. Howard (3), J. Howard (1), J. Eckford (4), G. Thibou (1), R. Williams (1), B. Pickering.



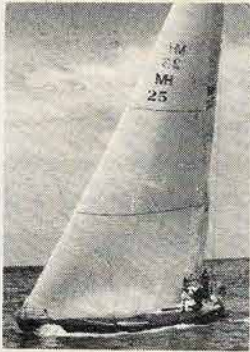
OCEAN ROAD (0) — TYC 101
LOA 13.7 m; IOR RATING
Designer: Joe Adams (Aust)
Type: Adams 13. Year Built: 1985
Owner/Skipper: Charles Booth
Club: Tamar Yacht Club, Tas

This will be the first Sydney-Hobart for Ocean Road but skipper Charles Booth, who sails out of the Tamar Yacht Club at Launceston in Northern Tasmania, has a long background of ocean racing, as has crew member Charles Youl. Youl has sailed on such well known maxi yachts as Condor and Eagle. With several Adams 13s in the fleet, there could be a good race within a race.
Crew: C. Booth (Skipper) (2), C. Youl (5).



PACIFIC BREEZE (1) — MYC 32
LOA 11.66 m; IOR RATING
Designer: Bruce Farr
Type: Farr 11.6. Year Built: 1981
Owner/Skipper: Bruce Hitchman
Club: Manly Yacht Club, NSW.

Previously named Saltshaker 2, this Farr 11.6 was built by Binks Yachts in Adelaide and raced to Hobart in 1983, finishing 150th overall. Owner/skipper Bruce Hitchman, now 60, has had a remarkable sailing career, sailing from New Zealand as a deck boy aboard the four-masted barque Pamir in 1944, and becoming an Able Seaman aboard the square-rigger. In more recent years his sailing has been aboard catamarans and cruising yachts, with this his first Sydney-Hobart.
Crew: G.B. Hitchman (Skipper), G.D. Ebeling, R.A. Southwood, G.B. Wilson, L.R. Spencer, P.C. McDonald, G.Scott



OTELLA (2) — MH 25
LOA 16.5 m; IOR RATING 43.11
Designer: John King (Aust)
Type: Masthead sloop. Year Built: 1985
Owner/Skipper: Colin Montgomery
Club: Middle Harbour Yacht Club, NSW.

Designed by Australian John King especially for the 7,600 nautical mile Bicentennial Around Australia Race, Otella sailed through the toughest race ever held without any major problems and won the fully-crewed division. Now owner Colin Montgomery and his crew are prepared to front up for the Hobart race. Last year Otella took line honours the Gosford to Lord Howe Island race and finished first in the Arbitrary division of the Sydney-Mooloolaba race.
Crew: C. Montgomery (Skipper).



PACIFIC FLYER (2) — R 16
LOA 12.19 m; IOR RATING 32.94
Designer: Joe Adams (Aust)
Type: Adams 12. Year Built: 1985
Owner/Skipper: R.B. Hatherley
Club: Royal Yacht Club of Victoria, Vic

Launched in 1985, this Adams 12 has notched up 14,000 nautical miles of racing and cruising in Australian waters and the Pacific. Best race result was a fourth on Performance Handicap in the 1987 Melbourne to Portland race in Bass Strait.
Crew: R.B. Hatherley (Skipper) (5), J.R. Garden (3), A.B. Hatherling (2)



OUTRAGEOUS (1) — 653
LOA 11.39 m; IOR RATING 27.58
Designer: D. Richards (Aust)
Type: Fractional sloop. Year Built: 1982
Owner/Skipper: Jan Partridge
Club: Coffs Harbour Yacht Club, NSW.

Jan Partridge is the only woman owner/skipper in the race and is a most experienced yachtswoman, having sailed in four Sydney to Coffs Harbour races, one to Lord Howe Island and two Sydney-Gold Coast races, with excellent results in each. From Coffs Harbour on the NSW North Coast, her ambition is to become the first woman skipper to win a major ocean race in Australia, something she went close to doing in the last Gold Coast race, when she sailed Outrageous into seventh overall.
Crew: J. Partridge (Skipper), T. Chambers (3), M. Benefelt.



PARMELIA (3) — 2344
LOA 14.02 m; IOR RATING 34.52
Designer: Brian Curran (Aust)
Type: Cruiser/racer. Year Built: 1978
Owner/Skipper: Brian Woods
Club: Royal Yacht Club of Tasmania, Tas

Built originally for the Parmelia Race from Portsmouth to Fremantle in 1979, in which she finished fifth overall, Parmelia raced in Sydney before being bought by Tasmanian Brian Woods. Stoutly built, she was one of only 46 yachts to finish the galeswept 984 Sydney-Hobart. In 1987 she contested the OTC race from Hobart to Fremantle.
Crew: B. Woods (Skipper) (5), J. Solomons (Navigator) (17), G. Coad (Sailing master) (17), W. Bevis (9), G. Whitton, C.Fry (1), R. Smith (2), R. White, B. Evans, D. Freeman, M. Coone.



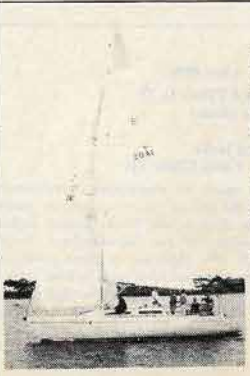
OVERDRAFT (2) — 101
LOA 12.4 m; IOR RATING 32.37
Designer: John Green (Aust)
Type: Fractional sloop. Year Built: 1984
Owner/Skipper: Dayle Smith
Club: Royal Queensland Yacht Squadron, Qld.

Well-known Brisbane yachtsman Dayle Smith has two sons sailing with him in this, his third Hobart race. Since launching Overdraft, Smith has campaigned the yacht extensively, including finished second in the 1987 Brisbane to Noumea race.
Crew: D. Smith (Skipper) (7), T. Halton (Navigator) (8), D. Smith (2), K. Smith (1), I. Prentice (1), C. Stubbs (1), P. Brody (1), K. Willis, G. Mackrodt, L. Brown.



PEMBERTON IV (1) — 189
LOA 12.19 m; IOR RATING: 30.45
Designer: Laurie Davidson (NZ)
Type: One Tonner
Owner/Skipper: J. King and F. Williams
Club: Royal Prince Alfred Yacht Club, NSW

Previously raced as Blue Max II. Skipper Jim King previously raced the well performed Davidson 36, Kings Cross, and will be sailing this boat to Hobart for the first time. Under her previous owners, Blue Max II paced it to Hobart with the Admiral's Cup and Southern Cross Cup One Tonners, placing 20th overall.
Crew: J. King (Skipper) (4), D. McKay (1), K. Martin (Navigator) (4)



PADAM II (2) — Sm 3041
LOA 11.09 m; IOR RATING 26.67
Designer: Fractional sloop. Year Built: 1981
Owner/Skipper: Ken Quinert
Club: Sandringham Yacht Club, Vic.

As Smuggler was outstanding Australian yacht of the 1981 season when she played a vital role in helping the NSW team to victory in the Southern Cross Cup, finishing 14th in Hobart, second team yacht and winning her division. Since then she has raced as Piccolo and Granny Knot 3, with moderate success, before being bought by Ken Quinert who sailed her again to Hobart last year, finishing 71st. Incidentally, Ken expects to have three sons and a daughter in his crew.
Crew: K.N. Quinert (4), Antony Quinert (1), M. Quinert (1), Andrew Quinert (1).



PHOENIX CONTRACTORS (3) — 3007
LOA 11.88 m; IOR RATING
Designer: Laurie Davidson (NZ)
Type: One Tonner. Year Built: 1981
Owner/Skipper: David Hundt/Ian Dale
Club: Cruising Yacht Club of Australia, NSW

Originally named Szechwan, this Davidson-designed One Tonner sailed for Australia in two Southern Cross Cups and a Clipper Cup in Hawaii, in 1983 finishing third in the Sydney-Hobart. After an extensive refurbishment, she has sailed with success under new ownership, including winning two of five races in last year's Hamilton Island Race Week. Co-owner David Hundt is chairman of the Ocean Racing Club of Australia. Also in the crew is former CYCA commodore Arthur Cooley.
Crew: D. Hundt (Skipper) (4), L. May (Navigator) (11), A. Cooley (2), P. Jenkinson (12), E. McArthy (9), L. Ward (2), G. Kay (5), A. McAllister (4), P. Ross (6).

PLANET X (1) — 4430

LOA 9.1 m; IOR RATING 22.78
Designer: Joe Goddard Jnr (Aust)
Type: Half Tonner. Year Built: 1987
Owner/Skipper: Joe Hoddard Jnr
Club: Cruising Yacht Club of Australia, NSW.

One of the smallest yachts in the race, designer/owner/skipper Joe Goddard Jnr will sail with a crew of instructors, students and ex-students from his EastSail School at Rushcutters Bay in Sydney. In its only race to Hobart, last year, this light displacement Half Tonner finished a creditable 37th overall and 8th in Division. She finished 8th in the 1987 Sydney-Mooloolaba race and 18th in this year's race to the Gold Coast.
Crew: J. Goddard (Skipper) (12), T. Ambler (6), P. Franki (Navigator) (3), I. Havelka (6), D. Elliot, S. Smith (2).

**REVELATION (1) — 5178**

LOA 11.99 m; IOR RATING 29.87
Designer: Ed Dubois (UK)
Type: One Tonner. Year Built: 1983
Owner/Skipper: Don Curchod
Club: Royal Prince Alfred Yacht Club, NSW

Former Victorian yacht built as an Admiral's Cup contender but never lived up to its expectations. In only one race to Hobart finished excellent 10th in 1984. Racing to Hobart this year with a new crew.
Crew: D. Curchod (Skipper), J. Swanson (Navigator) (15), E. Psaltis (7), A. Psaltis (1), I. Smith, J. Goddard, D. Martin, M. Bensik, A. Taylor, I. Lanze.

**PRIME FACTOR (2) — RF 1988**

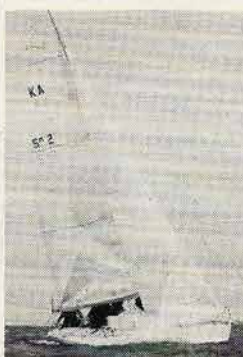
LOA 12.14 m; IOR RATING 30.53
Designer: Bruce Farr (NZ)
Type: One Tonner. Year Built: 1987
Owner/Skipper: R.J. Brady
Club: Cruising Yacht Club of Australia, NSW

Built in WA, this Farr 40 contested last year's AWA Southern Cross Cup and Sydney-Hobart as a member of the WA team, her best placing being two 14ths in this hot international fleet. In the Sydney-Hobart finished creditable 22nd overall, 11th in division. New owner Bob Brady is an experienced offshore racing helmsman.
Crew: R.J. Brady (Skipper) (2), P. Turner (Navigator) (6), P. Jones (7).

**RONSTAN ULTIMATE CHALLENGE (1) — KA Sm 2**

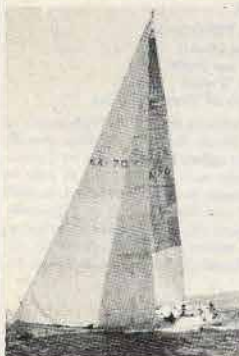
LOA 12.17 m; IOR RATING 30.55
Designer: Ed Dubois (UK)
Type: One Tonner. Year Built: 1987
Owner/Skipper: Lou Abrahams
Club: Sandringham Yacht Club, Vic

The only Victorian yachtsman to win a Sydney-Hobart, Lou Abrahams has competed in 25 races south with Vittoria, Challenge, Challenge II, Challenge III and Ultimate Challenge. He has also represented Australia in the Admiral's Cup (twice), Clipper/Kenwood Cup (four times) and has sailed in every Southern Cross Cup series as well as six Fastnet races, finishing sixth with Ronstan Ultimate Challenge in 1987. Currently tuning up for the 1989 Australian Admiral's Cup trials.
Crew: L. Abrahams (Skipper/Navigator) (25), C. Anderson (9), G. Skipper (6), G. Ferguson (6), S. Snodgrass (2), G. Sheard, I. Walker, R. Simpson, N. Crawley (4), D. Shields.

**RAGMUFFIN (3) — KA 70**

LOA 24.13 m; IOR RATING 70.0
Designer: German Frers (Argentina)
Type: Maxi yacht. Year Built: 1979
Owner/Skipper: Syd Fischer
Club: Royal Sydney Yacht Squadron, NSW

One of only two maxi yachts in the fleets, the other being Windward Passage II, this latest in a long line of Ragamuffins owned by Syd Fischer took line honors in her first race to Hobart in 1979, then named Bumblebee IV. Last year Fischer raced her to Hobart as Gazebo, finishing a luckless second across the line and third overall on corrected time. Owner Fischer has a long career as one of Australia's leading ocean racing yachtsmen, but has not won a Hobart race either across the line or on handicap.
Crew: S. Fischer (Skipper) (19), T. Ellis (19), D. Giles (2).

**RUTHLESS — 3303**

LOA 12.80 m; IOR RATING 32.7
Designer: Bruce Farr (NZ)
Type: Two Tonner. Year Built: 1979
Owner/Skipper: Peter Hill
Club: Cruising Yacht Club of Australia, NSW

Previously Dynamite II, this 42-footer is an early vintage Bruce Farr Two Tonner, launched in 1979. Skipper Peter Hill, a veteran Sydney Hobart campaigner, originally planned to contest the fully-crewed Around Australia Race, but instead elected to sail in the Sydney-Gold Coast Race, finishing 22nd overall. This will be the yacht's first race to Hobart since 1983.
Crew: P. Hill (Skipper), B. Robinson (17), P. Taylor, M. Hill (1).

**RAGER (1) — 5600**

LOA 17.0 m; IOR RATING
Designer: Greg Elliott (NZ)
Type: Maxi chaser. Year Built: 1987
Owner/Skipper: Mike Clements
Club: Cruising Yacht Club of Australia, NSW

Radical light displacement design by New Zealand Greg Elliott, Rager has had mixed fortunes since being launched last year. She finished fifth across the line in the 1987 AWA Sydney-Hobart and third in the Jupiters Sydney-Gold Coast race this year as well as contesting Hamilton Island Race Week.
Crew: M. Clements (Skipper) (5), C. Clements (5), W. Anderson (3).

**SAGACIOUS V (2) — KA 4000**

LOA 12.00 m; IOR RATING 30.50
Designer: Bruce Farr (NZ)
Type: One Tonner. Year Built: 1987
Owner/Skipper: Gary Appleby
Club: Cruising Yacht Club of Australia, NSW

Owner/Skipper Gary Appleby was chosen as OFFSHORE'S 1988 Ocean Racing Yachtsman of the Year for his efforts with Sagacious V, which included representing Australia in the 1987 Admiral's Cup, 1987 AWA Southern Cross Cup and 1988 Kenwood Cup. An outstanding One Tonner from the drawing board of Bruce Farr, Sagacious V has undergone extensive changes in preparation for the 1989 Admiral's Cup trials with the AWA Sydney-Hobart an important lead-up.
Crew: G. Appleby (Skipper) (6)

**RAUCOUS (2) — 4996**

LOA 10.935 m; IOR RATING 27.47
Designer: Laurie Davidson (NZ)
Type: Davidson 36. Year Built: 1985
Owner/Skipper: Denis Rourke
Club: Cruising Yacht Club of Australia, NSW

Designed and built in New Zealand and a sistership to the well-performed Kings Cross, Raucous has a strong Kiwi influence in the crew. In last year's Hobart, the crew sailed a creditable race to finish 44th overall and eighth in her division and according to reports has improved this season.
Crew: C. Rourke (Skipper) (5), R. Larby (Navigator) (1), S. Matthew (1), B. Pickering (2), H. Rourke (1), T. Sako (1), D. Rees, D. Grice (1), S. Pool (2).

**SAGACIOUS II (3) — Sm 4000**

LOA 13.08 m; IOR RATING 31.22
Designer: Peter Cole (Aust)
Type: Nantucket 43
Owner/Skipper: Paul Jacka
Club: Sandringham Yacht Club, Vic

Originally built and raced by international yachtsman Gary Appleby, this is the second yacht to carry the name of Sagacious (there are three in this fleet). Skipper Jacka, who is Vice-Commodore of the Sandringham Yacht Club, sailed his S&S 234 Mulloka in three previous Hobarts and has an extensive record of races in Bass Strait.
Crew: P. Jacka (Skipper) (3), J. Guiney (Navigator) (3), G. Henderson (2), T. Monahan, A. Trebilcock, T. Clarke (2), G. McColl Jones (1), J. Fletcher (11), A. Creek (3), I. Holding.





SALTY LADY (1) — 5064
LOA 11.24 m; IOR RATING 30.34
Designer: Laurie Davidson (NZ)
Type: Davidson 36. Year Built: 1986
Owner/Skipper: Ross Scoble
Club: Cruising Yacht Club of Australia, NSW

Husband and wife Ross and Jenny Scoble will be sailing their second Sydney-Hobart with Salty Lady, a Cavalier cruiser-racer. Last year they finished 122nd across the line, 129th on corrected time and probably will be around the same placing this year. Salty Lady has also contested races to Coffs Harbour and the Gold Coast since launching in 1986.

Crew: R. Scoble (Skipper) (1), S. Grellis (Navigator) (1), M. Green (2), M. Eaton (1), J. Scoble (1), A. Morse, D. Turner.



SINGAPORE GIRL (2) — 4048
LOA 10.24 m; IOR RATING 24.30
Designer: Laurie Davidson (NZ)
Type: Davidson 39. Year Built: 1985
Owner/Skipper: Peter Steigrad
Club: Royal Sydney Yacht Squadron

One of the outstanding boats in this fleet, Singapore Girl was the CYCA's Blue Water Champion of 1987-88, finishing 21st overall in the last Hobart Race, winning the 1988 Jupiters Sydney-Gold Coast Regatta overall after finishing second in the race from Sydney. Well campaigned by Steigrad and his crew, she looks likely to be one of the top boats on corrected time this year.

Crew: P. Steigrad (Skipper/Navigator) (2), P. Bremner (4), L. Harrison (3), C. Nicholls (2), B. Lehmann (1), J. Oliver, R. St Julian (1).



STRAND BY STRAND (2) — 2065
LOA 11.27 m; IOR RATING 24.34
Designer: Peter Joubert (Aust)
Type: Cape Barren Goose
Owner/Skipper: R.P. Ham
Club: Royal Brighton Yacht Club, Vic

Formerly Saimaker III designed by Prof Peter Joubert as the stoutly built Cape Barren Goose class, this 37-footer will be sailing her third Sydney-Hobart, her second for her present owner, who has raced and cruised extensively in Bass Strait and up the East Coast of Australia.

Crew: R.P. Ham (Skipper) (1), D. McConaghie (Navigator), L.P. Ham (1), S. Baillie (1), J. Baillie, D. Ham (2), R. Layton (4).



SIROCCO (0) — 3856
LOA 11.58 m; IOR RATING 33.5
Designer: Hank Kaufman (Aust)
Type: North Shore 38. Year Built: 1987
Owner: R.D. Breadman. Skipper: R. Robinson
Club: Royal Prince Alfred Yacht Club, NSW

One of the strong fleet of North Shore 38s racing as a class out of the RPYAC, Sirocco will be lining up for her first Hobart race. Owner Breadman has sailed in many offshore races out of Hong Kong as well as competing in four Hobarts since 1957.

Crew: R. Robinson (Skipper) (4), D. Breadman (owner), G. Thornton (Navigator) (2), G. Key (1), J. Cole (1), K. Hofman (1), M. Capon, F. Macar, N. Osborne.



SANGAREE (3) — 3433
LOA 13.38 m; IOR RATING 34.97
Designer: Ron Holland (Ireland)
Type: Two Tonner. Year Built: 1982
Owner/Skipper: Geoff Creese
Club: Derwent Sailing Squadron, Tas

Previously owned by her builder, Kanga Birtles, Sangaree recently sailed with success in the Coral Sea Classic after racing northwards from Sydney earlier in the year. Now owned by Hobart yachtsman Geoff Creese who will be sailing in his first Sydney-Hobart.

Crew: G. Creese (Skipper), P. Brasington (Navigator) (4), S. Winterbottom (2).



SIR THOMAS SOPWITH (1) —
LOA 22.0 m; IOR RATING
Designer:
Type: Training Ketch. Year Built:
Owner: Ocean Youth Club of Australia
Skipper: Don Gillies
Club: Ocean Youth Club of Australia, NSW

Has just completed the epic Goodman Fielder Wattie Bicentennial Around Australia Race, having given the opportunity to sail to more than 90 young men and women during the three-month long, 7,600 nautical mile voyage. More youngsters will get the chance to sail to Hobart and back in the Youth Ocean Training Scheme (YOTS) race back from Hobart to Sydney.

Crew: D. Gillies (Skipper).



SEAHAWK (0) — A 99
LOA 11.66 m; IOR RATING 33.56
Designer: Bruce Farr (NZ)
Type: Farr 11.6. Year Built: 1980
Owner/Skipper: Jim Davern
Club: Sydney Amateur Sailing Club, NSW

This will be the first Hobart race for this fast cruiser/racer which has in the past contested races northwards, including twice finishing second in the Arbitrary division of the Sydney-Gold Coast race. Skipper Jim Davern is producer of long-running Network 7 series, "A Country Practice."

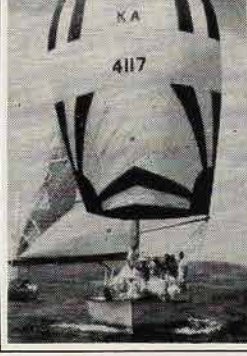
Crew: J. Davern (Skipper) (4), J. Rickard (2), D. Williams (2), S. Kelly (2).



SPIRIT (2) — KH 1142
LOA 13.20 m; IOR RATING 33.63
Designer: German Frers (Argentina)
Type: Beneteau racer/cruiser
Owner/Skipper: Warwick Miller
Club: Royal Hong Kong Yacht Club, Hong Kong

Argentinian-designed, French-built Spirit sailed out of Hong Kong with success until her owner sailed her to Australia and this will be her third Hobart race. Her best result out of Hong Kong was first in Class A of the CHS category.

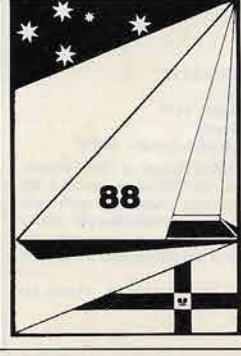
Crew: J.W. Miller (Skipper) (2), G. Hackney (Sailing Master) (3), R. Cook (Navigator) (4), S. Potts (2), G. Hilleard (2), R. Hughes (6), D. Sullivan (2), B. Ashton, P. St John (2), P. Pender, M. Simpson.



SHERATON HOBART (2) — 4117
LOA 12.2 m; IOR RATING 30.03
Designer: Bruce Farr (NZ)
Type: One Tonner
Owner/Skipper: Ian Smith
Club: Royal Yacht Club of Tasmania, Tas

As Sagacious IV, this Farr One Tonner won the 1985 Sydney-Hobart, going on to win the Sydney-Mooloolaba race and Hamilton Island Race Week in 1986. Now owned by Hobart yachtsman Ian Smith, the boat enjoys sponsorship from the Sheraton Hotel, adjacent to Constitution dock where the Sydney-Hobart race fleet docks. The sponsorship enabled Smith to campaign the yacht in the Sydney-Gold Coast Regatta finishing fifth overall and second in Division A.

Crew: I. Smith (Skipper) (14), K. Newstead (6), R. Cohen (1), S. Geeves (2), P. Hopkins (6), N. Tall (8), R. Ashlin (14), G. Gordon (1), A. Edwards (5), W. Bell.



SOLANDRA (2) — A 55
LOA 10.21 m; IOR RATING
Designers: Sparkman & Stephens (USA)
Type: S&S 34
Owners: R.W. and C.A. Escott
Club: Royal Yacht Club of Tasmania, Tas

Craig Escott is back again with his well-named Tasmanian 34-footer Solandra, looking for a result more like that he achieved with the original Solandra owned by his father — second overall and first Southern Cross Cup yacht in the Hobart race on corrected time. Craig, now 28, also won the 1982 Melbourne-Hobart race with the original Solandra and the 1985 race with the current Solandra.

Crew: C.A. Escott (Skipper) (7), M. Aspinall (1), C. Purdon (Navigator) (3), R. Behrens (5), T. Jones (1), M. McAllister (2).



SOUTHERN VENTURE (0) — 630
LOA 9.98 m; IOR RATING 26.67
Designer: Hank Kaufman (Aust)
Type: Northshore 33
Owner/Skipper: Alan Grice
Club: Royal Yacht Club of Tasmania, Tas

Alan Grice, a consultant gynaecologist at Royal Hobart Hospital apparently has the expectant ladies of that fair city well organised to enable him to skipper his own yacht in the Sydney-Hobart — last January he sailed Southern Venture from Hobart to Sydney in the Tall Ships Race. **Crew:** A. Grice (Skipper) (1), J. Foale (Navigator) (1), P. Curtis, R. Grice, D. Grice, I. Edwards.



SUREFOOT (1) — S 29
LOA 11.65 m; IOR RATING 29.8
Designer: Peter Norlin
Type: ex Admiral's Cupper. Year Built: 1981
Owner/Skipper: Dennis Millikan
Club: Royal Melbourne Yacht Squadron, Vic

One of the few yachts designed by Sweden's Peter Norlin racing in Australia, this 40-footer raced for Sweden in the 1982 Sardinia Cup and for Papua New Guinea in the 1983 Southern Cross Cup. Her best performance in Australian waters was in the 1987 Australian Airlines Brisbane to Gladstone race. Surefoot has been bought by well-known Victorian yachtsman Dennis Millikan who will be sailing in his ninth Hobart race. **Crew:** D. Millikan (9), A. McKenzie (Navigator) (6), D. McKenzie (1), P. Inchbold (6), R. Stevens (2), A. Weber (2), R. Hiam (6), R. Pleydell (4), S. Johnston (3).



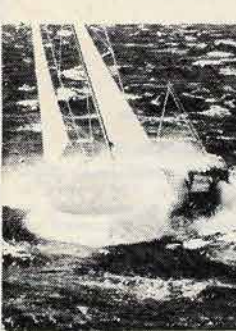
SOUTHERN CROSS — 208
LOA 12.19 m; IOR RATING
Designer: Bruce Farr (NZ)
Type: Farr 40. Year Built: 1988
Owner/Skipper: Bill Gilbert
Club: Cruising Yacht Club of Australia, NSW

New Farr 40 being built by Ian Franklin in New Zealand for this well-known Sydney yachtsman, with a launching due in early November. The new Southern Cross Cup, replacing the Farr 37 which Bill Gilbert campaigned so well, is the latest Farr 40 design (#209). With a month or more to tune up the new boat, the latest Southern Cross should be strong contender in the 1988 Sydney-Hobart. **Crew:** W. Gilbert (Skipper) (5), I. Potter (Navigator) (9), D. Adams (3), G. Hyde (3), L. Gilbert (1), G. Stagg (13), D. Swanson (1), G. Rixon (3), A. Parkes (3), A. Poole (6).



SWEET LAURINE (2) — MH 208
LOA 10.8 m; IOR RATING 25.82
Designer: Sparkman & Stephens (USA)
Type: S&S 36. Year Built: 1983
Owner/Skipper: J. Flachs
Club: Middle Harbour Yacht Club, NSW

Previously named Hullabaloo, this S&S 36 sailed its first Hobart for the present owner in 1987, finishing 37th. Back in 1985, however, she finished sixth. The story goes that a three-metre Mako shark once jumped aboard the yacht, attacking the for'd hand and damaging the pulpit — perhaps they need more Mutton Bird Repellent aboard for this year's race. **Crew:** J. Flachs (Skipper) (1), G. Cramp (1), D. Mitchell (1).



STARLIGHT EXPRESS (2) — KZ 6006
LOA 16.7 m; IOR RATING 54.1
Designer: Laurie Davidson (NZ)
Type: Maxi chaser. Year Built: 1985
Owner/Skipper: C.W. Reynolds
Club: Royal New Zealand Yacht Squadron, NZ

Although owned in New Zealand, Starlight Express has done most of her racing in Australian waters. She has recently returned from New Zealand after undergoing a complete refit following the battering she received from Cyclone Bola in Trans Tasman two-handed race. Will be at her best in a predominantly reaching race, last year finishing sixth across the line and fourth in Maxi division of the Hobart race. **Crew:** C.W. Reynolds (Owner) (1), I. Treleven (Skipper) (2), P. Costello (Navigator) (2), D. Reynolds (1), C. Robertson (1), M. Wilson (1), S. Bell (1), J. Bell (1), T. Campbell (2).



TRADITION (1) — 777
LOA 12.18 m; IOR RATING
Designer: Max Creese (Aust)
Type: Cruiser/racer. Year Built: 1984
Owner/Skipper: David Gough
Club: Royal Yacht Club of Tasmania, Tas

Comfortable but fast cruiser designed and built in Tasmania. Owner David Gough has cruised up the East Coast and in Tasmanian waters, his best result being first in the Arbitrary division of the inaugural Sydney-Gold Coast race in 1986. **Crew:** D. Gough (Skipper) (1), D. Smith (4), H. van Denberg (7).



STORMY PETREL (4) — 508
LOA 10.97 m; IOR RATING 25.08
Designer: Sparkman & Stephens (USA)
Type: Old One Tonner. Year Built: 1970
Owner/Skipper: Tony Pearson
Club: Cruising Yacht Club of Australia, NSW

Built by Swanson Bros 18 years ago, Stormy Petrel won the world One Ton Cup in New Zealand when skippered by Syd Fischer. Present owner Tony Pearson, a former CYCA Commodore, continues to achieve outstanding results in club races with Stormy Petrel and in last year's Sydney-Hobart finished third in Division D on Illingworth handicaps and 32nd overall in the 154-boat fleet. **Crew:** A. Pearson (Skipper) (16), J. Maclurcan, P. Edmunds, P. MacDonald.



TREVIASSA (1) — 1030
LOA 14.7 m; IOR RATING 31.1
Designer: E.J. Muir (Aust)
Type: Cruiser/racer. Year Built: 1971
Owner/Skipper: F. Duffield
Club: Cruising Yacht Club of Australia, NSW

Both skipper and boat are making a return to the Sydney Hobart fleet for the first time since 1972. Owner/skipper sailed his first race to Hobart in 1946 and this will be his 13th although only the second for Trevassa which was designed and built in Hobart by Jock Muir. **Crew:** F. Duffield (Skipper) (12).



ST JUDE (3) — 2501
LOA 10.05 m; IOR RATING 23.13
Designer: Yamaha (Japan)
Type: Yamaha 33. Year Built: 1979
Owner/Skipper: Harry House
Club: Cruising Yacht Club of Australia, NSW

A much sailed boat, she sailed to Hobart as Garlic Prawn, Giant and in 1983 as St Jude. In 1984 she survived a 360 degree roll over in the Montagu Island race with only superficial damage. Apart from owner/skipper Harry House, the crew are mainly novices to ocean race and Harry points out that St Jude is the patron saint of hopeless cases. **Crew:** H. House (Skipper) (5), C. Hall, R. Henry (1)



TURKEY SHOOT (5) — TYC 1147
LOA 12.22 m; IOR RATING 29.93
Designer: Ron Holland (Ireland)
Type: One Tonner. Year Built: 1982
Owner/Skipper: A. and M. Hutton
Club: Tamar Yacht Club, Tas

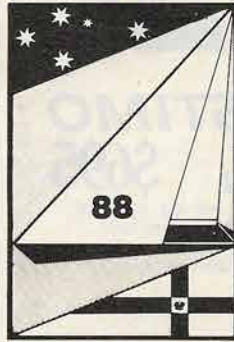
Much travelled older-design One Tonner now owned in Northern Tasmania and sailed out of the Tamar Yacht Club at Launceston with a well experienced offshore racing crew. Turkey Shoot has sailed in five Hobart races, the best being a creditable 19th overall in 1986. **Crew:** A. Hutton (Skipper) (2), K. Jaggar (Navigator) (11), J. Hutton (2), C. McCormack (2), M. Blaxell (3), G. Thomas (5), D. Meagher (2), D. Faulkner (1), L. Faulkner, S. Dolesny.



UPTOWN GIRL (11) — 4182
LOA 12.5 m; IOR RATING
Designer: Doug Peterson (USA)
Type: Two Tonner. Year Built: 1977
Owner: Rod Winton
Club: Royal Sydney Yacht Squadron

Built in 1977, this veteran of 11 Hobarts is "improving with age" according to owner/skipper Rod Winton. In the 1986 Hobart race she finished second in Division A IOR but didn't have such a good result last year. However, she did win the CYCA Long Ocean Pointscore under IOR ratings in 1987.

Crew: R. Winton (Skipper) (5), R. Barron (6), J. Murrant (Navigator) (6), R. Dooley (2), T. Glover (3), S. Raine (3), A. Reynolds (1), J. Saunders (1), C. Pardon (1).



WHITE SWAN (2) — R 349
LOA 14.00 m; IOR RATING
Designer: Sparkman & Stephens (USA)
Type: Swan 57
Owner/Skipper: Anthony Flecknoe-Brown
Club: Royal Yacht Club of Victoria, Vic

Built in 1981, White Swan is a comfortable, yet fast Swan 57 which previously sailed under the name of Galatea II. Will be a pleasant boat to sail to Hobart aboard.

Crew: A. Flecknoe-Brown (Skipper), N. Blackburn (1), M. White (1).



VETER (0) — 1900
LOA 13.6 m; IOR RATING 34.2
Designer: Hoffman
Type: Cetus 44. Year Built: 1984
Owner/Skipper: Far Eastern Shipping Co.
Club: FESCO Yacht Club, Vladivostok, USSR

The first-ever Soviet entry for the Sydney-Hobart Race, this masthead sloop was built in Poland and has raced out of Vladivostok since 1984, enjoying considerable success including winning the Japan Sea Race of 1984 and 1987. Vete lost her rudder in the centre of a typhoon in the 1985 Japan Sea Race, but her crew sailed her to safety. She is being shipped to Australia, with some of the crew coming by ship, others flying in.

Crew: P. Vassiltchenko (Skipper), A. Litvinko (Navigator), A. Sourjenko, V. Melnikov, A. Sourjenko, A. Chpaguine, S. Chpaguine, V. Saveliev.



WILD OATS (3) — KA 4343
LOA 13.10 m; IOR RATING 33.76
Designer: Bruce Farr (NZ)
Type: Farr 43
Owner/Skipper: Bob Oatley
Club: Royal Sydney Yacht Squadron, NSW

Designed and built as an Admiral's Cup prospect in 1985, Wild Oats has been a solid but not spectacular performer since then. However, she has undergone some significant hull and rig changes this year and owner/skipper Bob Oatley is planning to again seek Admiral's Cup selection in 1989. With this in mind, he has enlisted the British Olympic gold medalist and international yachtsman Rodney Pattison as co-helmsman with Australian Olympian and sailmaker Gary Gietz.

Crew: R. Oatley (Skipper) (9), G. Gietz (Helmsman) (7), T. Pattison (Helmsman) (4).



VENTURA HIGHWAY (0) — G 62
LOA 11.27 m; IOR RATING 27.7
Designer: John Duncanson (Aust)
Type: Duncanson 37. Year Built: 1979
Owner/Skipper: Peter and Kitty Shaw
Club: Bellerive Yacht Club, Tas

Launched in 1979, this well-built Duncanson 37 previously raced as Dami Doo and Rumb Runner, contesting many Bass Strait Races before being bought by her present owners who live at Blackmans Bay, outside of Hobart, who will be sailing in their first Sydney-Hobart race.

Crew: P. Shaw (Skipper), P. Shaw (Navigator) (1), B. Rousson, I. Stewart, S. Long, B. Bryan, G. Latham, B. Rowley, C. Mills.



WITCHDOCTOR (4) — 2557
LOA 12.80 m; IOR RATING 31.50
Designer: Laurie Davidson (NZ)
Type: Two Tonner. Year Built: 1979
Owner: The Rum Consortium
Club: Cruising Yacht Club of Australia, NSW

Originally named Sweet Caroline, this powerful sloop represented Australia in the Clipper Cup in Hawaii. Now owned by a group of CYCA members headed by Maurie Cameron, the intrepid crew will head for Hobart once more on Boxing Day armed with their Sydney-Hobart drink — "Mutton Bird Repellent" — overproof rum and bitter lemon — drunk whilst warm!

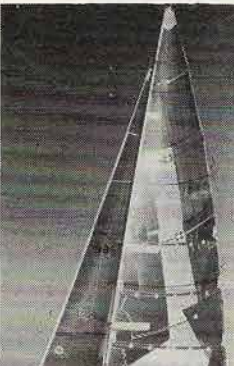
Crew: M. Cameron (Skipper) (14), P. Reuter (Navigator) (1), G. Barter (15), I. Manley (1), J. Dodd (4), C. Troup (8), C. Dagger (1), H. Krop (6), P. Wills (4), J. Beaver (1), G. Toms.



VENTURE 1 (2) — KA 950
LOA 11.88 m; IOR RATING 30.00
Designer: German Frers (Argentina)
Type: One Tonner. Year Built: 1985
Owner/Skipper: Max Ryan
Club: Cruising Yacht Club of Australia, NSW

Built as an Admiral's Cup contender in Melbourne, she was bought by Sydney yachtsman Max Ryan last year and campaigned as Venture 1 in the Southern Cross Cup and Kenwood Cup. In fact, a bet of case of Heinekin with fellow Australian yacht Vanguard in the Around the State Race in Hawaii saw Venture 1 beat the US team yacht Champosa, thus giving the Kenwood Cup to the Australian Red team. Skipper for the Hobart race will be world 18-footer champion Rob Brown, who sailed the boat in the Kenwood Cup. Recently won Halvorsen Cup off NSW coast.

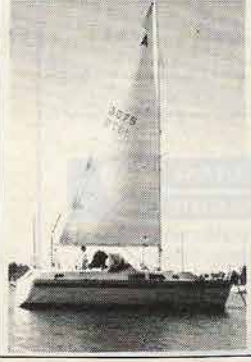
Crew: M. Ryan (Owner) (1), R. Brown (Skipper), G. Halls (Navigator) (11), G. Roofrey (21).



WINDWARD PASSAGE II (0) — 1988
LOA 25.0 m; IOR RATING 70.01
Designer: German Frers (Argentina)
Type: Maxi yacht. Year Built: 1988
Owner/Skipper: Rod Muir
Club: Cruising Yacht Club of Australia, NSW

Australia's newest and fastest maxi yacht, if not the fastest in the world, Windward Passage II made a sensational racing debut at the 1988 Kenwood Cup in Hawaii, taking line honors in every race and winner of Class A, including the classic Round the State Race. Later, this super hi-tech 80-footer finished second in the St Francis Yacht Club's Big Boat Series in San Francisco, a result that did not reflect the Passage's ocean racing ability. Odds-on favourite for line honors.

Crew: Rod Muir (Skipper) (4), G. Freeman (15), D. Van Woerden (12), R. Scrivener (Navigator) (9), G. Simmer (4), R. Fraser (10), R. Naismith (4), M. Mason (4), S. Jarvin (7), G. Johnston (6), H. Van Kreschmar (7), T. Richardson (11), J. Munson (16), R. McCallum, D. Hodgson (8), T. Hearder (9), A. Copley (12), N. Wells (8), G. Grievas (4), S. Runow (3), R. Rubenach (3), K. Muir (4), J. Marina (3), I. Smith (4), G. Davidson (4), P. Gardiner (9).



WESTERLY (0) — 3075
LOA 10.0 m; IOR RATING
Designer: Compass Yachts
Type: Compass 33
Owner: Bill Mills
Club: Bellerive Yacht Club, Tas

Owner Mills recently bought the yacht in Sydney as a cruising yacht, but has entered the AWA Sydney-Hobart because it provides an excellent means of delivering the yacht to Hobart in company. Mills and most of the crew are experienced offshore sailors, including veteran navigator Joe Cannon.

Crew: W. Mills (Skipper) (2), J.D. Cannon (Navigator) (6), W. Aird (1), J. Wedd (1), R. Mills, Steven Mills, S. Mills.

SYDNEY-HOBART HOTLINES...

For information on the progress of yachts in the AWA Sydney-Hobart Yacht Race: CYCA (02) 327 1265

For information on yachts finishing in Hobart: RYCT (002) 34 5853.

Ahead of Time: Before going to sea prepare homework. Have a clear knowledge of the Rules for Prevention of Collision at Sea, rules of the I.Y.R.U. and the A.Y.F. Study carefully club sailing directions and special regulations. Confirm fitness, accuracy and calibration of the compass, log and navigation aids on board especially after a refit. Confirm that spares are carried. Check charts, pilot books, lights and tide tables to see they do not lack corrections.

Keep your ears and eyes open for any relevant information related to the forthcoming voyage, whatever the source, i.e. weather trends especially if different from the usual, and the latest information on the behaviour of coastal currents. List up for further reference all times of weather broadcasts from all stations covering the area of the voyage.

On board for Racing: Carry charts and publications necessary for the route plus harbour charts for potential refuges in the event of an accident or bad weather; this will help to take off some of the workload. Check for potential hazards such as grounding or getting trapped on the wrong approach to the next mark.

It also helps to list courses and distances, the lights to be met with and their characteristics. Also the times of tidal movements of critical areas of the route.

At Sea: Although a navigator's technical activities have been radically changed since the introduction of electronic nav. aids, the basic requirement remains — to have at all times an up-to-date indication of the present position with a clear understanding to the extent of possible errors in it, and to keep in mind the bearing of the next mark, especially when this differs from the course being steered which may be dictated by the weather.

Even though the nav. aids may do all this for you, you need to have back-up in case of failure and most importantly in case they give the wrong answer. The aids, if you have them, should be checked for performance wherever possible by other methods of position fixing whether coastal or celestial. There are occasions when these are not available, either, which lends to the second imperative for the navigator when with or without nav. aids maintain a D.R. plot and keep it as corrected as conditions will allow. This is vital when making along unfamiliar coasts as an aid to identify features, avoiding the embarrassment of getting lost within sight of land.

Navigating to Hobart

SHEILA Patrick talks to Australia's most distinguished and experienced Yacht navigator — Captain Stanley Darling, RANVR O.B.E., DSC * VRD, B.E., Fellow of the Australian Institute of Navigation, and asked him for his advice to young and inexperienced navigators going on their first voyage.

It is equally important in open waters without nav. aids against the possibility or protracted periods with no sights possible. In any case, relating the fixes to a good D.R. is essential to determining whatever current may exist. It is also the way to assess the course keeping qualities of various helmsmen. (Clearly you need to know one of these to arrive at the other).

The yacht's leeway performance and its best up-wind and down-wind sailing angles may already be established, but if in doubt, should be confirmed as soon as opportunity allows.

In racing yachts, the best speed to the next mark is normally the chief criterion and should not be forgotten. The consequent loss should be taken into account when other courses are considered in the hunt for favourable winds and currents.

Concerning the weather: On board forecasting consists of generally updating information when it seems to be on track, having regard to the latest forecast and the current local weather. Discrepancies when they occur are due to the 'system' changing its shape differently from that predicted and the local weather is the best clue to the nature of the change leading to (hopefully) a more accurate forecast.

Rules for log keeping are simple. Record all relevant information and

avoid redundancies. Changes are more important than repeated entries of static conditions.

Finally, the navigator has to handle both facts and guess work. It is important to maintain a clear distinction between positive facts and presumptions. Also as a last word, check all calculations and destinations religiously and recheck the especially significant ones.

The hardest thing in navigating — cruising or racing.

I guess the most difficult operation would be, trying to take an accurate sight at sea in bad weather and rough sea conditions when such a sight is essential for the efficient progress of the race.

A close second would be looking for a mark in dense fog with no nav. aids. However, in normal conditions with nav. aids, a most difficult problem is the continuous non-stop nature of the job, the need to stay alert to the change in conditions which might have a bearing on the conduct of the race. When they are constantly changing as they sometimes do, there is not much sleep for the navigator.

In cruising, by comparison, navigating is a piece of cake. You can at your convenience, pick your weather, your course and your speed and the offing you can give to hazards, so there is no strain and you have plenty of time to do

whatever navigating tasks are necessary. All the rules still apply, but not so forcefully. In a race you are flat out, on your toes all the time, often in acute discomfort, come what weather may be, and with little sleep. Yet racing is more rewarding!

My favourite method of navigating at sea: Sat-nav if you have it, backed up by tight D.R. and occasional celestials.

Without Sat-nav there is merit in doing a full day's work — A.M. and P.M. sun and stars and a noon sight whether racing or cruising as they give a guide to currents (they are also a guide to accurate positioning for a distress call if sunk by a whale).

Short methods of working the sights from D.R are often from assumed positions for the advantages that the interception is instant indication of currents (assuming there is no doubt about the steering).

When did I learn to navigate? — This is related to my youth. I am a Tasmanian, and my father was a surveyor who owned a racing yacht. I did an engineering course at the University specialising in civil engineering which



MAXI yacht Apollo, one of the many yachts Stan Darling navigated to Hobart in an ocean racing career spanning more than 30 years. His first Hobart race was in 1947.

became the basis of my navigation knowledge. Pre-World War II I joined the RANVR and was given some tips from time to time during my training periods afloat. I have had no formal instruction but served in Naval ships during World War II, mostly too small

to carry a qualified navigator, so I had to do my own navigating.

I have navigated in yachts most of my life and always find it a great experience. There is much to keep learning at sea when conditions are constantly changing. It has been a great experience!

Stan Darling Navigator

STAN Darling, now in his mid-seventies, is the most winning navigator in the history of the Sydney-Hobart race in which he has raced as navigator nearly 30 times. He has won the race more times than any other navigator, firstly with the Halvorsen brothers, Trygve and Magnus, in *Solveig* (1954), *Anitra V* (1957), *Freya* (1963) (1964) (1965) and Bob Crighton Brown's *Pacha* (1970). He was navigator aboard *Ballyhoo* in 1976 when she took line honours, and navigated *Apollo* in 1982 when she was pipped on the line by *Condor*.

Stan Darling's first Hobart race was in 1947. Prior to World War II, ocean racing was practically unknown in Australia except a few day races offshore. It was in December 1945 that Captain John Illingworth RN, stationed in Sydney as engineering officer for the British fleet, suggested to Peter Luke who was cruising south for Christmas with a group of yachtsmen that they make a race of it.

The Sydney-Hobart Race, won by Illingworth in *Rani*, was born and the rest was history.



STAN DARLING receives line honors trophy won by Apollo in 1983 Sydney-Mooloolaba race on behalf of skipper Warwick Rooklyn — one of the many races he navigated aboard the Rooklyn's yachts.

Stan Darling has navigated overseas in the Admiral's Cup and other major races and his toughest race Stan recalls —

“Several occasions I have had as many as three fronts in one race. In 1970 we had a nasty bash down the bottom end

of the race, but we won, and forgot the tough part. In 1976 in *Ballyhoo* it was very rough with tremendous seas — but only in patches

“But no matter how rough and tough it gets, it's always worth it in the end.”

• **Computers key to AWA Safety Net**

THINGS were very different when the seven boat fleet set sail from Sydney on Boxing Day, 1945 in the first ocean race to Hobart. Yachts were wooden, so were their masts, their sails cotton, winches were few. Navigation was at times far from reliable with the 'pilots' dependent on sun or star sights with their sextants or plain dead reckoning in the often stormy weather in Bass Strait.

Calculations were by hand, using complicated arithmetic tables to find a yacht's position. Two-way radios were non-existent on pleasure yachts.

It was not until the 1960s, with the advent of hand-held calculators that life for the navigator became a little easier. But back at the Cruising Yacht Club of Australia, the position reports crackled through, giving officials the laborious task of plotting the fleet's position and "guestimating" the leaders on corrected times.

By Geoff Errington

However, things were changing rapidly. Fibreglass and aluminium yachts were being built, sailing equipment was becoming more sophisticated, new cloth was being developed for sails. The era of the computer had arrived and was spreading to yachting. Many navigators had hand-held computers with all the navigational tables built-in, available at the press of the button.

In the years immediately prior to 1981, the Cruising Yacht Club of Australia, organisers of the Sydney Hobart Race since its inception, realised that the Bluewater Classic was becoming increasingly popular and, as a result, must move into the world of computers. The race required a variable scoring and information storing system able to be updated as rules, safety systems and the fleets changed with the years.

Keith Storey, the Race Director, took the first step into the future, employing a programmer to write what was to become the foundation computer programme of ocean yacht racing.

Today that programme is regularly being used in major ocean yacht races around the world, although now in a highly refined state.

The primary objective of the modern programme for ocean yacht racing is to supply results to those interested, immediately.

Safety requirements, always paramount with the CYCA, and an associated information-hungry news media, have dictated that the information out-

put be fast and comprehensive.

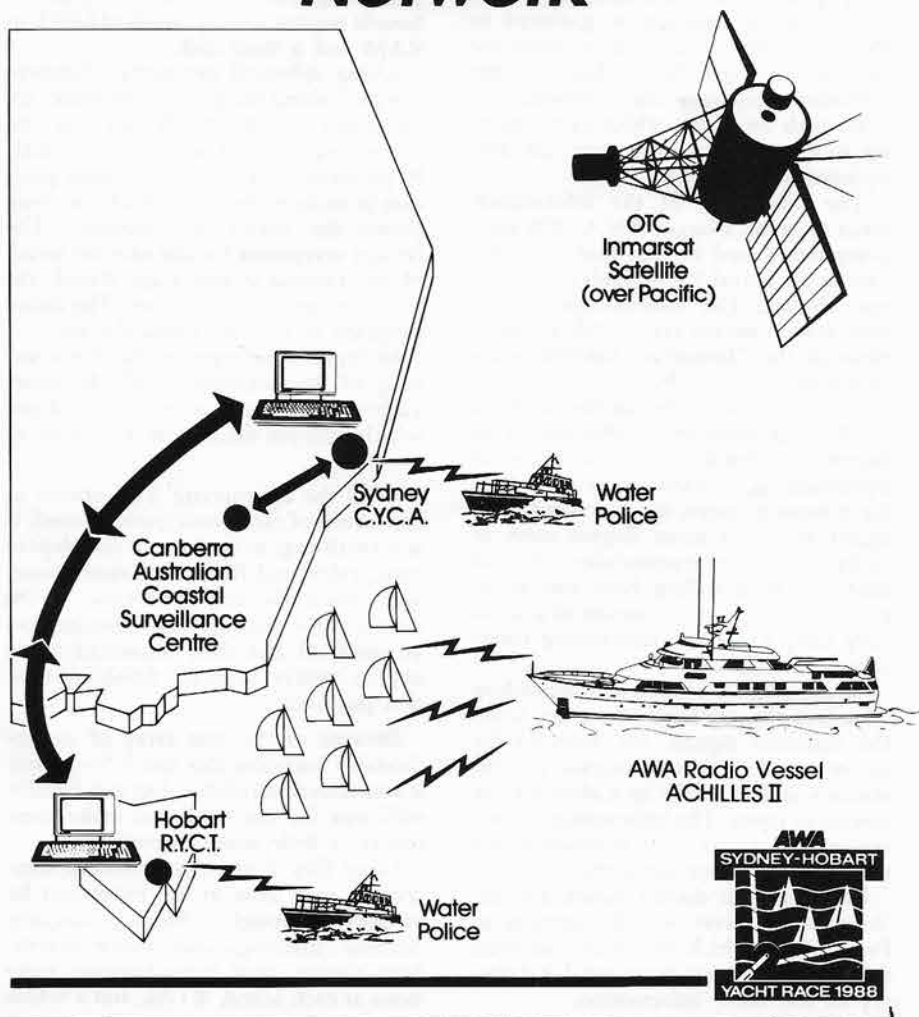
When Australia's biggest communications company, AWA, became the principal sponsor of the Sydney Hobart Race

in 1984, it utilised its extensive computer and communications expertise to develop the programme to a new, high-tech state of sophistication unseen anywhere else in the world in the sport of yachting.

The result is AWA SAFETYNET —

Computers Help Tame the Ocean

AWA Sydney Hobart Communications Safety Network



a comprehensive system that gives the best information possible to benefit competitors, officials, the news media and the public.

As the size of the Sydney Hobart fleet grew from one year to the next, so did the size of the radio relay vessel (RRV) which accompanies the fleet south. The increase in technology required more and more sophisticated equipment, and technicians to support it, so that the old 40-foot craft which used to follow the fleet south were pensioned off in favour of larger craft.

This year's RRV, the luxury motor yacht *Achilles*, will place itself mid-fleet during the 630 nautical mile, five-six day voyage to gather the primary information from competitors as they report their position in latitude and longitude, at each of the two daily "skeds".

Because each position is extrapolated to the official time of the "Sked" the only information which the competing yacht needs to supply is its position in terms of latitude and longitude and its allocated yacht number.

Then in two separate sittings, the information is keyed into an AWA personal computer onboard the RRV. This practice of two sittings allows processing of information gathered in the first sitting to take place while the second is in progress. This cuts the apparent computing time considerably.

Records on yachts which have retired up to that point in the race, are also updated at this time.

The processing of the information takes place on a larger AWA 3820 mini computer, based for the first time this year in the Royal Yacht Club of Tasmania, Hobart. The transmission of this information occurs via a modern linkup through the "Inmarsat" Satellite communications network.

Transmission to the satellite is via a satellite communications dish placed on board the *Achilles II*. This piece of equipment is, in itself, quite imposing, for it must maintain the centreline of its signal within a three degree cone in order that the transmission is not broken. On a rolling boat this is no mean feat, and yet, by means of a set of very busy gyros the demanding tolerances are met.

At the given moment, and depending on where the satellite is at a given time, the reflected signals are received by either one of the two 'Inmarsat' ground stations at Sao Paulo in California, or Ikeriki in Japan. The information is then transmitted to its final destination via the IDD telephone network.

In the not to distant future another 'Inmarsat' receiver will be opening in Perth, WA, which will mean an even faster, cheaper, and more reliable delivery of the RRV information.



SAFETYNET communications system for the AWA Sydney-Hobart race is based on AWA's unique PICK system which starts with PCs and moves through to multi-use business systems. This year AWA will set up terminals at Hobart's Sheraton Hotel and Hobart Casino to provide graphic progress information to the public as the race progresses.

On receipt of position reports from *Achilles II* operators at Race Headquarters feed the information into the main AWA computer and the program sets about its work using the AWA's unique PICK disk operating system.

This system is widely used throughout the AWA organisation and generally offers multi-tasking and multi-user facilities. Minimal requirements for a system using the program for optimum benefit require a fairly standard 640kb of RAM and a hard disk.

Using spherical geometry, distances "to go", along the great circle route, are calculated to the finish line via the nearest waypoint. The computer actually performs a calculation on each position in order to find out which two way points the vessel lies between. The chosen waypoints for this race are South Head, Tasman Island, Cape Raoul, the Iron Pot, and the finish line. The entire program is entirely menu driven.

In times of emergency, further scanning of the positions of all the other yachts can be made in order to find out which ones are the closest to a vessel in trouble.

With the appropriate TCF stored in the record of each participating vessel, it is a small step to apply it to the elapsed time, calculated from the "sked" time, and obtain the corrected time. From here a fairly accurate field position can be obtained and then converted to an approximately accurate finishing time and position.

Because of the vast array of unpredictable variables this last information is sometimes unreliable, but it is usually sufficient for the media to make their reports a little more interesting.

Large files of static information concerning each boat in the event can be accessed through 'Media Enquiry Screens'. Interrogations of crew history, boat history, boat measurements, positions at each sched, ETAs, and a whole

host of general information is readily available by the 'press-of-a-button' in the multi-user operating system.

Another useful feature of the program is its ability to store, in chronological order, the history of a particular incident. This can be recovered in the 'Incident Update Report'.

Not only is the AWA Sydney Hobart program useful for other long distance races, but round the buoy races are catered for as well. In team races like the AWA Southern Cross Cup, the teams can be separated from any non-team yachts which may be also in the race. Their positions and present standings on pointscore can then be given in either individual yacht, or team order, and then, either by each race or overall for the series to date.

Even penalties resulting from protests can also be handled, but this can often be quite a headache for the writer of the program, Hugh Burns from AWA. Hugh says: "The penalty system is already quite complicated and every time there is a rule change, and that is every year, this section of the program has to be completely revised."

Last year AWA also introduced a graphics display system for disseminating information to the public. This year they plan to place five AWA PC AT 286s in bars at the Sheraton Hobart, and the Hobart Casino. Additional displays will be mounted at the CYCA and the RYCT. The presentation is in the form of a slide show giving each viewer the opportunity to see each boat plotted on a chart on the screen. A split screen shows other information about the flagged yacht.

Constant update of the software will allow the system to always operate at peak efficiency. Already the information it provides is helping to publicise ocean racing. As a result the sport is becoming more interesting to the public and generating new blood, new boats and new ideas...

Sovereign



Off The Sails

The 1987 Winner

SOVEREIGN began life as a dream of her Sailing Master, David Kellett. The dream became a reality when owner Bernard Lewis decided in 1985 that after racing *Gretel* and *Vengeance* to Hobart since 1978, with results of 2nd on Handicap in 1980 and 1st, 4th, 3rd and 2nd across the line with *Vengeance* from 1981 to 1984, that it was time to sell *Vengeance* and build a "full on" maxi yacht.

Bernard's brief included a comfortable interior that was capable of entertaining a large party aboard and be capable of taking the elusive Hobart "Double". So with that in mind Kellett took the ideas he had to US naval architect David Pedrick. Pedrick had previously designed *Nirvana* which had a full interior, including a bath, built into the racing hull and which had turned in impressive performances all over the world.

Sovereign was built in aluminium with Paul Kelly and a team organised by



Kellett in Mona Vale, and was launched on December 6, 1986.

Sovereign won both line and handicap honours on her first race, a CYCA SOPS on December 13, 1986. Three days later she set a new race record, gaining line honours for the 180 mile Cabbage Tree Island Race. Unfortunately the early success ended in the AWA Sydney-Hobart Race in 1986 when, after leading the fleet out of Sydney Heads and down the NSW coast, rigging damage forced her out of the race.

Bernard Lewis sent the boat in every race available in 1987 up and down the east coast of Australia, taking line honours in the 43 races she entered, winning many on handicap and only being out of the top 10 yachts on handicap on eight occasions. During this time David Kellett was moulding a very formidable crew with many hundreds of ocean racing miles under their belts, and by the time December 1987 had rolled around the crew was a well drilled team with a total of 260 Sydney Hobart Races to their credit.

The Southern Cross Selection Trials for the Australian and NSW teams proved a good training programme for *Sovereign* and she was successful in being selected in the NSW team along with *Another Concubine* and *Beyond Thunderdome*. This was the first time that a maxi had ever gained selection through a trials basis to represent a state or nation in the Southern Cross Series, and the crew were justifiably proud of their achievement.

December 26, 1987 was a beautiful day with a light nor'easter filling in down the harbour as the Premier of NSW set the fleet away in the 43rd Annual AWA Sydney Hobart Race. *Sovereign* made a conservative start but by Watsons Bay took the lead and was never headed. After clearing the seamark, the spinnaker was hoisted and she commenced a run down the NSW Coast that was to carry her across Bass Strait. The spectator wash was incredibly bad, it was like sailing around inside a washing machine, so *Sovereign* headed away from the rhumbline in an effort to improve power and drop the smaller spectator boats behind.

By early evening the breeze had built up to 25 knots from the NE. She was past Kiama with *Apollo* and *Helsal II* two miles behind, followed by *Ragamuffin 3*, *Hammer* and *Rager 4*.

The nor'easter continued to blow fresh during the night of the 26th. The crew gybed their way down the rhumbline and by the morning sked on the 27th had covered 136 miles and were in front of *Kialoa's* race record time. *Sovereign* led *Helsal II* by two miles, *Apollo* and *Ragamuffin*, 5 miles, *Rager*, 6 miles, and *Hammer*, 9 miles, with the Admiral's Cup size yachts 45 miles astern.

Twenty six hours after the start at the afternoon sked on December 27, *Sovereign* had covered 278 miles to average 10.7 knots in a magnificent north east breeze which was to continue for the second night. *Sovereign* had entered Bass Strait and was several hours ahead of *Kialoa's* record run of 1975. She led *Ragamuffin* and *Helsal II* by 2 miles, *Apollo* and *Hammer* by 5 miles and *Rager 7* miles with the Admiral's Cup yachts now 65 miles astern.

Dawn on the 28th saw *Sovereign* becalmed, but she had still managed to average 10.3 knots and had covered 427 miles from the start when a 30 knot Southerly hit. At this stage she was 25 miles ahead of *Kialoa's* record but that disappeared quickly once she started slamming to windward. However, *Sovereign* still led *Ragamuffin* by 7 miles,



Apollo by 13 miles, *Hammer* 26 miles, *Rager* and *Helsal II* 33 miles and the Admiral's Cup yachts by over 100 miles.

The race to date had been an armchair ride but the next few hours collected that credit plus interest as sails were changed, ripping the number 3 beyond repair and damaging the number 4 which made changing sails a tough decision in the 30 knot true wind. However, by the afternoon sked, 50 hours into the race, *Sovereign* had settled down and was powering along under number 2 genoa and a reefed mainsail. She had covered 490 miles and was short tacking down the Tasmanian Coast.

During the problems with ripped sails, etc, *Sovereign* had lost 3 miles to most of the other maxis but still led *Ragamuffin* by four miles, *Apollo* by 10, *Helsal* 28, *Rager* 33 and *Hammer*, who

had mast troubles, but was continuing under reducing rig by 41 miles, with 120 miles back to the Admiral's Cup size yachts.

During the evening of 28th *Sovereign* lay becalmed for 5 hours off Maria Island before picking up a very light south westerly breeze to lay into Tasman Island where she sat becalmed for over an hour finally rounding at 0300 on the 29th and picking up a 10 knot west north west breeze, beat to Cape Raoul. *Kialoa's* record run to Tasman Island is 58 hours and despite the headwinds and calms experienced down the Tasmanian Coast, *Sovereign* was only 4 hours behind her record at this stage.

Light winds prevailed throughout the morning of the 29th and at the morning sked *Sovereign* was becalmed in Storm Bay with *Ragamuffin* 25 miles astern, *Apollo* 34, *Helsal II* and *Rager* 50, *Ham-*



mer 70 and the Admiral's Cup 150 miles astern.

Passage across Storm Bay and the four hours spent in the last 11 miles of the River was frustrating to say the least, especially knowing that the sea breeze would fill in and bring *Ragamuffin* and *Apollo* closer. *Sovereign* drifted across the line at 1058 hours to a tremendous welcome by the people of Hobart.

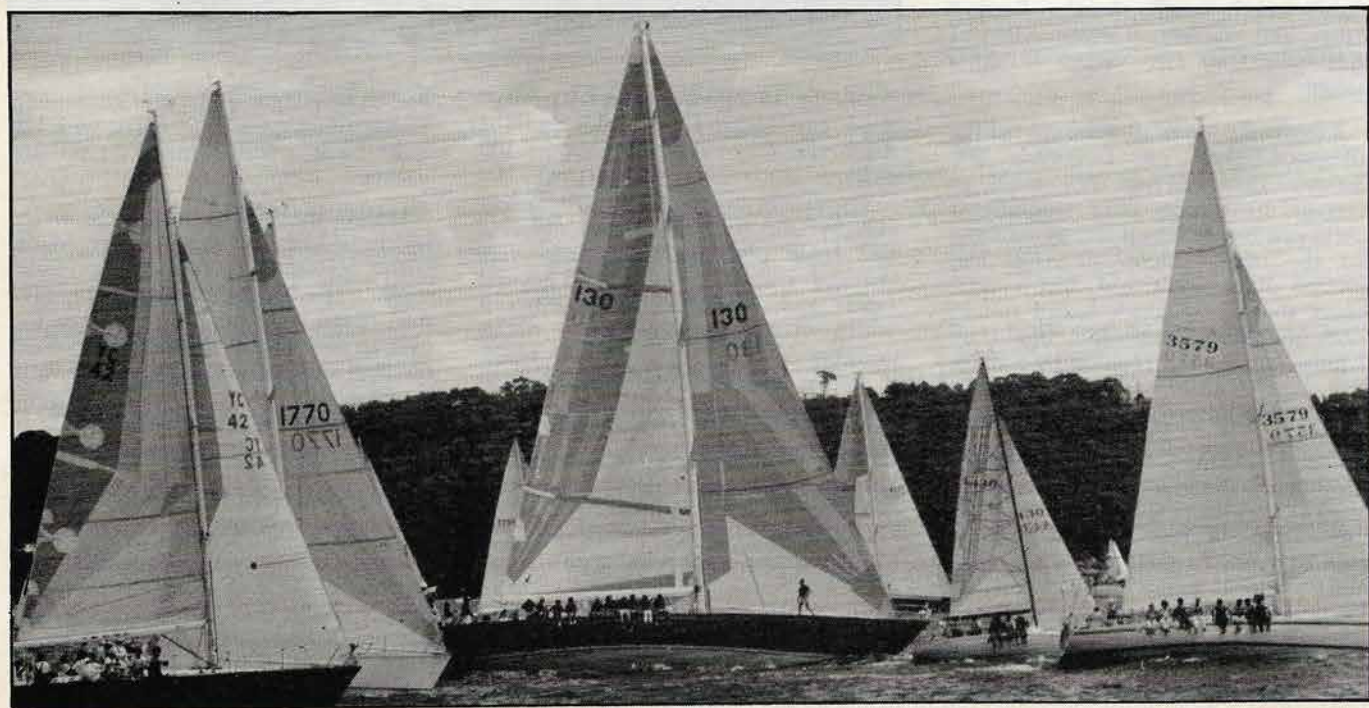
The waiting game started during the celebrations, marking each yacht off as she finished, knowing that *Sovereign* had saved her time on them and 24 hours after her finish the crew realised that nobody could beat her.

A wonderful feeling and a great credit to a magnificent boat and crew: Owner: Bernard Lewis; Sailing Master: David Kellett; Navigator: Richard Hammond; Helmsman: Pod O'Donnell, Colin Wildman, Colin Betts, Michael Coxon; Sail Trimmers: John Woodford, John Goluzd, John Mulderig; Cockpit: Tony Cable, John Brooks; Winchmen: Gordon Grivas, Richard Rubenach, Colin Strauss, Mark Thompson, Colin Tipney; Halyards: Lou Davidson, David Ellis, Bruce Gould; Sail Handlers: Don Johnson, James Mayo; Mast: Jeff Maguire, Phil Thompson; Foredeck: Sven Runow and Darren Williams.

The first Australian yacht to win both the Line and Handicap Honours in the AWA Sydney Hobart Race, the World's greatest yacht race. Thus completing the Owner's design brief and her Sailing Master's Dream.

Sovereign sweeps through the fleet to take the lead soon after the start of the 1987 AWA Sydney Hobart Race and heads for Hobart.

(Pics by Max Press, David Clare)



HOBART RACE STATISTICS 1945 to PRESENT

The results of the Sydney-Hobart Yacht Races since 1945 are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of basically cruising craft to highly organised meets for the most up-to-date racing machines.

1945

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for RANI, AMBERMERLE, WINSTON CHURCHILL, KATHLEEN, HORIZON, SALTAR, MISTRAL II, WAYFARER.

FASTEST TIME: RANI 6-14-22
RETIRED: ARCHINA
1945 WEATHER: Strong SSW gale on the second day out of Sydney scattered the fleet and all except Rani hove to or sought shelter. Calms later.

1948

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for WESTWARD, SEEOGEL, ARCHINA, MOONBI, NERIDA, SANDRA, PEER GYNT, MISTRAL II, MORNA, MERLAN, SOUTHERN MAID, GYMEA, ALICE.

FASTEST TIME: MORNA 4-05-01-21
RETIRED: ALLOHA (J.A. Clark), LASS O' LUSS (J. Colquhoun), MISTRAL V (G.W. Bax), NELL GWYNN (F. Hickman), WANDERER (E. Massey).
1948 WEATHER: Hard running down the NSW Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

1951

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for STRUEN MARIE, LAHARA, LASS O' LUSS, FORTUNA, HELLIDA, SOLVEIG, NOCTURNE, MARGARET RINTOUL, IRENE, NIMBUS, WANDERER, PAVANA.

FASTEST TIME: MARGARET RINTOUL 4-02-29-01
RETIRED: KATWINCHAR (E.J. Mossop), WAYFARER (P.M. Luke)
1951 WEATHER: Virtually a run from start to finish. All records to that date broken, and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

1946

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for CHRISTINA, SAGA, MORNA, DEFIANCE, MATTHEW FLINDERS, TRADE WINDS, SOUTHERN MAID, ACTIVE, MISTRAL II, WAYFARER, KURREWA III.

FASTEST TIME: MORNA 5-02-53-33
RETIRED: CONNELLA (B.R. O'Brien), FEGMHR (F.A. Harris), ILEX (N.W. Thomas), KAULA (D. McAllister), MERLAN (W.L. Curtis), SIRIUS (J.S. Booth), UNIS J (B.W. Davies), WINSTON CHURCHILL (P. Coverdale).
1946 WEATHER: Light north-east winds for the first two days, then a 65 mph sou westerly hit the fleet in Bass Strait with seas up to 25 feet.

1949

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for TRADE WINDS, WALTZING MATILDA, ELIDIA, MARGARET RINTOUL, FORTUNA, SEASALTER, LASS O' LUSS, GIPSY QUEEN, PEER GYNT, NOCTURNE, HORIZON, INDEPENDENT, MISTRAL II.

FASTEST TIME: WALTZING MATILDA 5-10-33-10
RETIRED: SUZANNE II R.A. Terrill, WANDERER E. Massey
1949 WEATHER: Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.

1952

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for INGRID, MOONBI, NOCTURNE, RIPPLE, KINTAIL, KURURA, LANDFALL, TERRA NOVA, FORTUNA, WHITE CLOUD, RUTHEAN, WRAITH OF ODIN, WANDERER, PAVANA, KURREWA III, NIRVANA.

FASTEST TIME: NOCTURNE 6-02-34-47
1952 WEATHER: Light tickle winds and fat calms made luck a major factor and gave the small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.

1947

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for WESTWARD, MOONBI, PEER GYNT, KINTAIL, FORTUNA, TRADE WINDS, SALTAR, GYMEA, MORNA, WINSTON CHURCHILL, EOLO, SOUTHERN MAID, BENECIA, MATTHEW FLINDERS, SIRIUS, JOSEPHINE, KURREWA III, HORIZON, MISTRAL II, ALLOHA, STORMBIRD.

DISQUALIFIED: CHRISTINA (J.R. Bull), DEFIANCE (F.A. Bullock)
FASTEST TIME: MORNA 5-03-03-54
RETIRED: ACTIVE (H.M. Tate), MANNARA (R. Goodsall), NAUTILUS (W.M. Lawson), SEA TANG (D. Drouyn), WANDERER (E. Massey).
1947 WEATHER: Fleet subjected to hard 40-50 mph northerly across Bass Strait. Some yachts trailed sea anchors or hove to others logged 9 to 10 knots.

1950

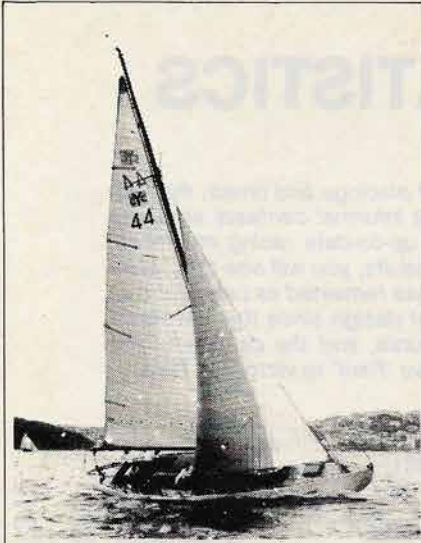
Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for NERIDA, MARGARET RINTOUL, MISTRAL V, FORTUNA, SOLVEIG, KINTAIL, GIPSY QUEEN, JASNAR, SEEOGEL, BENECIA, MISTRAL II, WANDERER, BACHELOR'S WIFE, SEAWARD.

FASTEST TIME: MARGARET RINTOUL 5-05-28-35
RETIRED: ELLIDA (J. Halliday), WAYFARER (P. Luke)
1950 WEATHER: Started in the teeth of a southerly gale which blew for two and a half days. Another blow off Tasmania made it four days to windward out of five for the leaders.

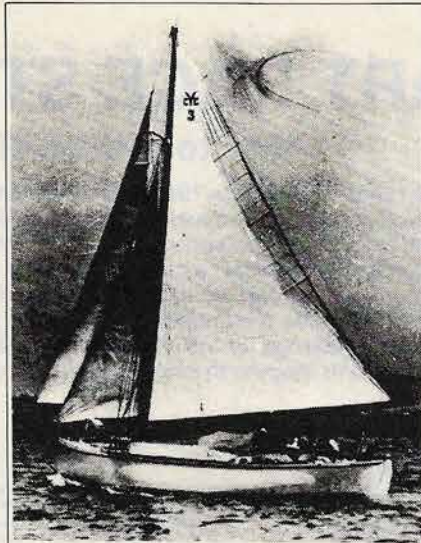
1953

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Includes entries for RIPPLE, SOLVEIG, HORIZON, KURURA, NIMBUS, BRILLIANT, JOSEPHINE, GIPSY QUEEN, KURREWA III, ELIDIA, NOCTURNE, RUTHEAN, WRAITH OF ODIN, ONRUST, WARANA, NELL GWYNN, FLAMINGO, ISIS, PATIENCE.

DISQUALIFIED: 1953 O WILD WAVE (L. & G. Keats)
FASTEST TIME: SOLVEIG 5-07-12-50
RETIRED: JANZOON (W.R. Slade), MISTRAL II (J. Payne), PAVANA (G. Mayne).
1953 WEATHER: Started in good NE breeze. Southerly gale on second day, then wind swung back to NE and NW and held to the finish.



1945 - Rani



1946 - Christina



1947, 1948 - Westward



1949 - Tradwinds



1950 - Nerida



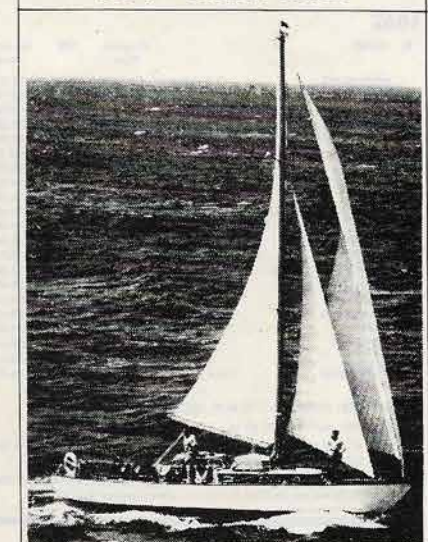
1951 - Struen Marie



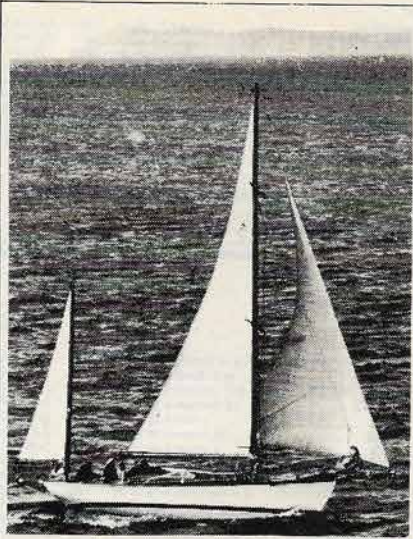
1952 - Ingrid



1953 - Ripple



1954 - Solveig



1955 – Moonbi



1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



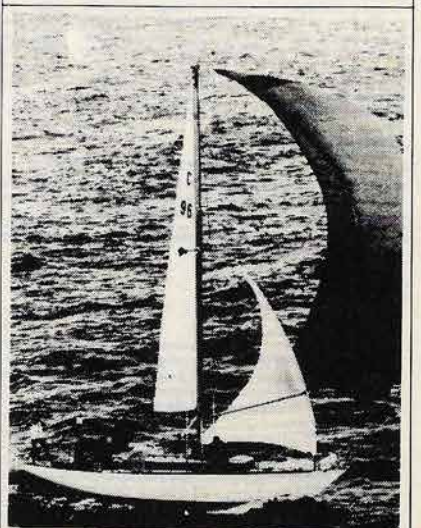
1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow

1954

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|----------------|-----------------------------|------|----------------|
| 1 | SOLVEIG | T & M Halvorsen 5-07-38-56 | 7048 | 3-17-58-01 |
| 2 | GIPSY QUEEN | A C Eden 5-09-26-33 | 7006 | 3-18-41-15 |
| 3 | CAROL J | J Halliday 5-07-37-37 | 7112 | 3-18-46-06 |
| 4 | KINTAIL | D Macrae 5-07-23-34 | 7290 | 3-20-52-10 |
| 5 | SOUTHERN MYTH | N Howard 5-07-47-53 | 7363 | 3-22-05-52 |
| 6 | WHITE CLOUD | G Brenac 5-07-42-29 | 7689 | 4-02-11-41 |
| 7 | TAM O SHANTER | R A N College 5-00-16-07 | 6861 | 4-02-58-58 |
| 8 | LAURIBADA | I Holm 5-19-49-18 | 7104 | 4-03-19-43 |
| 9 | WRAITH OF ODIN | Dr B O'Brien 5-09-36-36 | 7744 | 4-04-22-12 |
| 10 | NIRIPA | G Peacock 6-06-50-34 | 7058 | 4-10-27-53 |
| 11 | DEFIANCE | N D Rundle 5-08-09-51 | 8320 | 4-10-37-57 |
| 12 | BRIILLANT | M Forster 6-07-38-48 | 7130 | 4-12-07-27 |
| 13 | PATIENCE | A B Wilson 6-18-09-00 | 6864 | 4-12-22-52 |
| 14 | KURREWA IV | F & J Livingston 5-06-08-47 | 9187 | 4-19-54-22 |
| 15 | WANDERER | E Massey 7-23-34-15 | 7236 | 5-18-37-14 |

FASTEST TIME: KURREWA IV 5-06-09-47
RETIRED: BISSY GIRL (T Dawson), LANDFALL (J Richardson)
1954 WEATHER: Blustering southerly at the start, moderating on the following days. Squally conditions from the north in Bass Strait. Fickle airs at the finish.

1955

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|-------------------|-----------------------------|------|----------------|
| 1 | MOONBI | H S Evans 5-01-28-24 | 6697 | 3-09-21-05 |
| 2 | COOROYBA | C Heselgrove 5-00-14-52 | 6782 | 3-09-33-01 |
| 3 | JANZOON | W R Slade 5-02-41-21 | 6939 | 3-13-08-02 |
| 4 | NELL GWYNN | R Hickman 4-21-57-05 | 7306 | 3-14-10-31 |
| 5 | FANTASY | D Burridge 5-08-59-37 | 6768 | 3-15-18-10 |
| 6 | CAROL J | J Halliday 5-03-50-53 | 7086 | 3-15-59-57 |
| 7 | LASS O LUSS | J Colquhoun 5-05-52-29 | 6991 | 3-15-59-57 |
| 8 | PATIENCE | A B Wilson 5-13-10-00 | 6884 | 3-15-59-57 |
| 9 | SOUTHERN MYTH | N Howard 5-03-11-08 | 7274 | 3-17-36-19 |
| 10 | TRADE WINDS | M E Davy 5-06-58-42 | 7139 | 3-18-39-07 |
| 11 | SOLO | V Meyer 4-22-10-31 | 7801 | 3-20-58-07 |
| 12 | WINSTON CHURCHILL | A G Wicks 5-04-57-17 | 7795 | 4-01-24-08 |
| 13 | TAM O SHANTER | A N College 5-06-58-00 | 6872 | 4-04-03-15 |
| 14 | EVEN | F J Palmer 4-18-13-14 | 8836 | 4-04-55-31 |
| 15 | KURREWA IV | F & J Livingston 4-18-33-42 | 9185 | 4-09-13-30 |
| 16 | DEFIANCE | N D Rundle 5-06-44-12 | 8320 | 4-09-26-42 |

FASTEST TIME: EVEN 4-18-13-14
RETIRED: WANDERER (E Massey)
1955 WEATHER: Light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.

1956

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|-------------------|------------------------------|------|----------------|
| 1 | SOLO | V Meyer 4-05-03-33 | 7927 | 3-08-33-52 |
| 2 | ANITRA | T Halvorsen 4-16-43-34 | 7164 | 3-08-45-25 |
| 3 | CAROL J | J Halliday 4-20-31-58 | 7069 | 3-10-22-37 |
| 4 | JANZOON | W R Slade 4-21-53-06 | 7148 | 3-12-14-40 |
| 5 | SIANDRA | G P Newland 5-07-38-09 | 6638 | 3-12-43-29 |
| 6 | INGRID | J S Taylor 5-06-08-11 | 6658 | 3-14-30-16 |
| 7 | SOUTHERN MYTH | N C Howard 5-00-28-46 | 7252 | 3-15-22-18 |
| 8 | RIFFLE | R C Hobson 5-13-29-55 | 6621 | 3-16-23-22 |
| 9 | CATRIONA | D M Brown 4-20-39-07 | 7656 | 3-17-18-32 |
| 10 | KURREWA IV | J & F Livingston 4-04-31-14 | 9114 | 3-19-36-52 |
| 11 | FANTASY | D Burridge 5-17-47-06 | 6701 | 3-20-19-46 |
| 12 | SAMUEL PEPPYS | R N S A 5-17-17-41 | 6779 | 3-21-04-20 |
| 13 | LAHARA | D N Ashton 6-04-55-48 | 6556 | 4-01-37-24 |
| 14 | WINSTON CHURCHILL | Sir Arthur Warner 5-05-49-49 | 7942 | 4-03-56-04 |
| 15 | ROMAVA | R J Mercer 6-18-01-06 | 6616 | 4-09-53-01 |
| 16 | TARNI | G Wignall 6-15-04-03 | 6722 | 4-10-55-29 |
| 17 | KURRA | J A Clark 6-17-46-10 | 6642 | 4-11-26-48 |
| 18 | LORRAINE | D G Nicholls 6-12-21-00 | 6798 | 4-12-45-21 |
| 19 | TAM O SHANTER | R A N College 6-22-38-27 | 6808 | 4-17-26-55 |
| 20 | NIRIPA | G Peacock 6-21-04-24 | 7048 | 4-20-19-37 |
| 21 | PHARRE | R Coltee 7-09-03-10 | 6753 | 4-23-33-46 |
| 22 | FOUR WINDS | R A N College 8-10-18-00 | 6359 | 5-08-37-20 |
| 23 | VALLIMA | J McLaren 7-22-03-00 | 6881 | 5-10-45-15 |
| 24 | NIRVANA | Dr K Laws 6-19-27-33 | 8173 | 5-13-42-44 |
| 25 | SERENADE | L Esdaille 7-18-27-40 | 7291 | 5-15-58-00 |
| 26 | RENE | P S Parry 9-20-57-00 | 6630 | 6-13-05-52 |

FASTEST TIME: KURREWA IV 4-04-31-14
RETIRED: RANSTON (A Roper), WRAITH OF ODIN (Dr B O'Brien)
1956 WEATHER: Hard southerly blow on first night followed by light north east breeze to Bass Strait. A 50 mph sou'westerly across the straight to the lee of Tasmania and a southerly gale off Storm Bay reaching a record 86 mph.

1957

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|-------------------|------------------------------|------|----------------|
| 1 | ANITRA V | T & M Halvorsen 4-06-38-30 | 7105 | 3-00-55-37 |
| 2 | SOLO | V Meyer 3-20-19-16 | 7973 | 3-01-36-37 |
| 3 | CATRIONA | D M Brown 4-07-42-45 | 7596 | 3-06-45-48 |
| 4 | KURREWA IV | F & J Livingston 3-18-30-39 | 9114 | 3-10-29-31 |
| 5 | METUNG | Dr T Beatty 4-19-01-40 | 7264 | 3-11-33-22 |
| 6 | KISMET | K Gourlay 5-08-21-25 | 6683 | 3-13-46-51 |
| 7 | FOUR WINDS | S W Gibson 5-14-18-43 | 6389 | 3-13-48-43 |
| 8 | PATIENCE | A B Wilson 5-09-44-51 | 6667 | 3-14-30-09 |
| 9 | LOLITA | J Leathy 5-09-29-52 | 6732 | 3-15-10-40 |
| 10 | SAMUEL PEPPYS | R N S A 5-08-38-23 | 6779 | 3-15-12-18 |
| 11 | EOS | T Fowler 5-10-18-31 | 6730 | 3-15-41-52 |
| 12 | SOUTHERN MYTH | N C Howard 5-02-58-10 | 7250 | 3-17-09-10 |
| 13 | JANZOON | W R Slade 5-07-20-27 | 7064 | 3-17-59-59 |
| 14 | TANUNA | H Wilkens 5-07-06-33 | 7384 | 3-21-51-47 |
| 15 | WINSTON CHURCHILL | Sir Arthur Warner 5-01-28-54 | 7925 | 4-00-16-27 |
| 16 | DEFIANCE | N D Rundle 4-20-24-13 | 8273 | 4-00-18-08 |

| | | | | |
|----|----------------|--------------------------|------|------------|
| 17 | NIRVANA | Dr K Laws 4-22-54-56 | 8500 | 4-05-04-40 |
| 18 | BINTANG-TERANG | M Hill-Willis 7-05-13-12 | 7800 | 5-15-06-41 |

FASTEST TIME: KURREWA IV 3-18-30-39
RETIRED: CAPRICE OF HUON (W H Northam), TRADE WINDS (M E Davy)
1957 WEATHER: Strong westerly at the start then north-east to Cape Barren Island. Hard west winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks and Kurrewa IV set the record time for the course to that date.

1958

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|-------------------|------------------------------|------|----------------|
| 1 | SIANDRA | G P Newland 5-10-02-37 | 6596 | 3-13-46-35 |
| 2 | ANITRA | T & M Halvorsen 5-04-08-57 | 7037 | 3-15-21-50 |
| 3 | SOUTHERN MYTH | N C Howard 5-04-00-06 | 7250 | 3-17-54-04 |
| 4 | CAPRICE OF HUON | W H Northam 5-03-32-00 | 7302 | 3-18-12-15 |
| 5 | UOMIE | G Pattinson 5-03-43-05 | 6405 | 3-19-36-27 |
| 6 | TARNI | G C Wignall 5-20-54-46 | 7672 | 3-22-01-00 |
| 7 | SAMUEL PEPPYS | R N S A 5-20-55-52 | 6779 | 3-23-32-15 |
| 8 | SOLO | V Meyer 5-02-32-52 | 7973 | 4-01-42-26 |
| 9 | ROMAVA | R J Mercer 6-08-36-47 | 6643 | 4-05-22-51 |
| 10 | WINSTON CHURCHILL | Sir Arthur Warner 5-02-46-30 | 8062 | 4-08-13-37 |
| 11 | METUNG | T O Beatty 6-02-34-41 | 7235 | 4-10-02-57 |
| 12 | WESTWARD | A A Robillard 7-02-39-19 | 7276 | 5-04-10-07 |
| 13 | ARCHINA | J S Howie 6-14-13-34 | 7860 | 5-04-21-56 |
| 14 | BOONGOWN | Dr J Molesworth 8-05-02-17 | 6390 | 5-05-54-26 |
| 15 | FORTUNA | J B Griffin 7-18-50-35 | 6952 | 5-09-53-35 |
| 16 | FOUR WINDS | S W Gibson 8-14-11-13 | 6372 | 5-11-22-57 |
| 17 | RESTLESS | C H Hill-Willis 8-14-10-43 | 6616 | 5-16-24-32 |
| 18 | TARMA NOVA | M D Greaves 8-04-42-57 | 7120 | 5-20-03-40 |
| 19 | SAILMAKER | A Raisbeck 8-19-00-00 | 6722 | 5-21-50-03 |

FASTEST TIME: SOLO 5-02-32-52
RETIRED: KURREWA IV (J & F Livingston), RUTHEAN (A & T Toll), SOUTHERLY (D E Mickleborough)
1958 WEATHER: Light SE breeze at the start, varying during the day, fresh nor'easter on the second day. Hard SW gale across Bass Strait. Vague winds and calms along Tasman coast, but fair wind out to sea. Fickle conditions in the Derwent River.

1959

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|-------------------|------------------------------|------|----------------|
| 1 | CHERANA | R T Williams 5-02-13-53 | 6590 | 3-08-33-02 |
| 2 | ANITRA V | T & M Halvorsen 4-18-01-47 | 7094 | 3-08-53-34 |
| 3 | SOUTHERLY | D E Mickleborough 5-02-59-11 | 6612 | 3-09-58-47 |
| 4 | MALOHI | N H McEnally 5-04-43-42 | 6615 | 3-10-30-28 |
| 5 | KALEENA | H E Godden 5-06-06-39 | 6565 | 3-10-47-30 |
| 6 | JANZOON | W R Slade 5-00-55-23 | 6993 | 3-12-33-41 |
| 7 | PEGASUS | N F Brooker 5-06-35-15 | 6697 | 3-12-46-32 |
| 8 | SOUTHERN MYTH | N C Howard 4-21-56-35 | 7250 | 3-13-30-31 |
| 9 | AILSA | J Marion 5-19-38-02 | 6181 | 3-14-18-28 |
| 10 | LASS O LUSS | J Colquhoun 5-02-04-03 | 7080 | 3-14-32-23 |
| 11 | SOLO | V Meyer 4-13-33-12 | 7973 | 3-15-20-49 |
| 12 | SYLVENA | S H Moray 5-06-47-11 | 6981 | 3-15-48-41 |
| 13 | LOLITA | J Leathy 5-10-42-33 | 6722 | 3-15-51-46 |
| 14 | METUNG | Dr T O Beatty 5-01-52-22 | 7270 | 3-16-36-05 |
| 15 | LORRAINE | R F Rusk 5-12-06-28 | 6846 | 3-18-44-30 |
| 16 | CATRIONA | D M Brown 5-00-56-30 | 7617 | 3-20-07-17 |
| 17 | BIRRAHLEE | J & T Savage 5-20-23-00 | 6595 | 3-20-34-58 |
| 18 | KURREWA IV | F & J Livingston 4-15-13-29 | 8551 | 4-00-13-14 |
| 19 | WINSTON CHURCHILL | Sir Arthur Warner 4-23-27-47 | 8084 | 4-00-34-26 |
| 20 | ARCHINA | J S Howie 5-00-55-29 | 7995 | 4-00-40-46 |
| 21 | RUTHEAN | A & T Toll 4-23-04-53 | 8336 | 4-03-15-58 |
| 22 | TAM O SHANTER | R A N College 6-09-45-00 | 6673 | 4-06-35-41 |
| 23 | SOLANO | G Glenn Carr 6-09-23-30 | 6786 | 4-08-05-30 |
| 24 | FOUR WINDS | G Gibson 7-01-39-06 | 6376 | 4-12-10-11 |

FASTEST TIME: SOLO 4-13-33-12
RETIRED: ALCYONE (W H Burke), BOONGOWN (Dr J Molesworth), GLENSHIEL (H F Garnham), JYNDIVIK (J G Walsh), LARNTARNI (W Wakefield), PATIENCE (A B Wilson)
1959 WEATHER: Nor'easterly breeze at the start, followed by a vicious SW squall moderating over the next four days. SW wind at 20 knots across Bass Strait, the SE breeze and calms along the Tasmanian coast. Nor'easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.

1960

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|---------------|--------------------------------|------|----------------|
| 1 | SIANDRA | G P Newland 5-00-59-03 | 6596 | 3-07-48-04 |
| 2 | KALEENA | H E Godden 5-01-59-03 | 6565 | 3-08-04-57 |
| 3 | MALOHI | N H McEnally 5-01-58-04 | 6609 | 3-08-37-19 |
| 4 | RIVAL | A Burgin & N Rundle 5-03-19-24 | 6694 | 3-10-33-09 |
| 5 | NORLA | T & M Halvorsen 4-19-57-03 | 7177 | 3-11-13-04 |
| 6 | JOANNE BRODIE | R C Hobson 5-09-19-41 | 6501 | 3-12-03-48 |
| 7 | JANZOON | W R Slade 5-00-21-03 | 6993 | 3-12-09-41 |
| 8 | SOLO | V Meyer 4-10-23-42 | 7973 | 3-12-49-43 |
| 9 | PATIENCE | A B Wilson 5-08-30-47 | 6665 | 3-13-38-28 |
| 10 | RAMAVA | R J Mercer 5-11-22-20 | 6555 | 3-14-13-57 |
| 11 | CAROL J | J Halliday 5-01-56-27 | 7077 | 3-14-17-51 |
| 12 | AILSA | J Marion 5-19-49-42 | 6176 | 3-14-20-38 |
| 13 | ZARABANDA | G Pattinson 5-02-40-46 | 7044 | 3-14-24-55 |
| 14 | METUNG | T O Beatty 5-00-44-40 | 7265 | 3-15-43-15 |
| 15 | MARIS | J Earl 5-12-49-40 | 6636 | 3-16-08-41 |
| 16 | KURREWA IV | F & J Livingston 4-08-11-15 | 8578 | 3-17-22-19 |
| 17 | LASS O LUSS | J Colquhoun 5-06-56-10 | 7080 | 3-17-52-14 |
| 18 | INGRID | J S Taylor 5-13-11-15 | 6840 | 3-19-15-13 |
| 19 | WILD WAVE | J Cockle 5-02-50-36 | 7484 | 3-19-56-09 |
| 20 | ASTOR | P R Warner 4-12-29-47 | 8480 | 3-20-00-18 |
| 21 | SOUTHERLY | D Mickleborough 5-20-28-12 | 6611 | 3-20-51-53 |

| | | | | |
|----|-------------------|--------------------------|------|------------|
| 22 | ARCHINA | J Howie 4-22-58-28 | 7853 | 3-21-25-50 |
| 23 | TAM O SHANTER | R A N College 5-20-32-41 | 6873 | 3-21-46-16 |
| 24 | SOUTHERLY BUSTER | N C Howard 5-10-15-04 | 7252 | 3-22-28-17 |
| 25 | SOUTHERLY BUSTER | K R Gourlay 6-03-58-34 | 6387 | 3-22-30-34 |
| 26 | EOS | M T Flower 5-23-33-42 | 6742 | 4-01-03-43 |
| 27 | WINSTON CHURCHILL | G A Warner 5-00-13-14 | 8082 | 4-01-09-44 |
| 28 | BRIILLANT | M C Forster 5-20-26-18 | 7194 | 4-01-05-52 |
| 29 | KINTAIL | G A Horniman 5-20-26-27 | 7274 | 4-06-10-14 |
| 30 | FOUR WINDS | S W Gibson 7-03-13-55 | 6376 | 4-12-32-24 |

FASTEST TIME: KURREWA IV 4-08-11-15
RETIRED: ILE-OLA (G Wood), THURLOO (E Merrington)
1960 WEATHER: Light nor'easter at the start and light favorable breezes for several days. Breeze turned south off Tasmanian coast and continued until finish.

1961

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|---------------|--------------------------------|------|----------------|
| 1 | RIVAL | A Burgin & N Rundle 4-17-28-21 | 6694 | 3-03-57-31 |
| 2 | JANZOON II | W R Slade 4-16-25-35 | 8803 | 3-04-29-01 |
| 3 | JOANNE BRODIE | R C Hobson 5-00-06-39 | 6501 | 3-06-04-24 |
| 4 | ANITRA V | J S Samson 4-15-58-59 | 6989 | 3-06-15-54 |
| 5 | MARIS | J Earl 4-22-51-06 | 6590 | 3-06-19-24 |
| 6 | NORLA | J S Howie 4-16-29-04 | 7061 | 3-07-25-31 |
| 7 | SOLO | V Meyer 4-05-30-03 | 7912 | 3-08-18-27 |
| 8 | KALEENA | H E Godden 5-02-50-07 | 6540 | 3-08-20-03 |
| 9 | LASS O LUSS | B C Psaltis 4-20-43-16 | 7085 | 3-10-41-45 |
| 10 | KINTAIL | G A Horniman 4-18-37-40 | 7282 | 3-11-11-29 |
| 11 | TAHUNA | E A Hales 4-19-25-40 | 7368 | |

1963

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|--------------------|----------------------------------|------|----------------|
| 1 | FREYA | T & M Halvorsen 4-15-17-03 | 7014 | 3-06-03-17 |
| 2 | CAVALIER | I E McDonnell 5-04-36-12 | 6428 | 3-08-05-22 |
| 3 | LORITA MARIE | N B Rydge Jr 4-22-36-21 | 6855 | 3-09-18-15 |
| 4 | SEA WIND | N F Brooker 4-17-02-54 | 7194 | 3-08-19-37 |
| 5 | CARMEN | R Swanson 5-08-11-57 | 6362 | 3-09-33-37 |
| 6 | MOUSE OF MALHAM | N J Wright & D 5-07-41-23 | 6441 | 3-10-14-42 |
| 7 | CADENCE | H S Mason 5-09-11-41 | 6371 | 3-10-18-42 |
| 8 | MERCEDES II | H T Kaufman 4-23-56-07 | 7096 | 3-13-06-22 |
| 9 | CAPRICE OF HUON | G Ingate 4-21-06-10 | 7278 | 3-13-13-39 |
| 10 | GIP | I A R Poisen 5-11-56-57 | 6493 | 3-13-40-29 |
| 11 | ANITRA V | J S Samson 5-03-42-00 | 6999 | 3-14-34-39 |
| 12 | NORLA | J Bennetto 5-03-25-22 | 7060 | 3-15-08-11 |
| 13 | CAROL J | J Halliday 5-04-20-13 | 7065 | 3-15-50-39 |
| 14 | SALACIA | R F Rusk 5-05-06-58 | 7033 | 3-16-01-03 |
| 15 | TAHUNA | E A Hales 5-01-18-25 | 7363 | 3-17-18-06 |
| 16 | RONITA | R Cottee 5-16-19-01 | 6563 | 3-17-27-53 |
| 17 | MALOHI | S Fischer 5-17-07-40 | 6555 | 3-17-53-14 |
| 18 | LASS O LUSS | B C Psaltis 5-07-06-47 | 7072 | 3-17-55-05 |
| 19 | SEA BEE | J Ashton-Martin 5-08-03-14 | 7158 | 3-19-39-40 |
| 20 | JOY TOO | J & J McLaren 5-22-25-44 | 6575 | 3-21-38-49 |
| 21 | SYLPHIDE | W Boetcher 5-23-35-12 | 6557 | 3-22-08-59 |
| 22 | ASTOR | P R Warner 4-10-53-00 | 8836 | 3-22-26-32 |
| 23 | KALEENA | H E Godden 5-21-08-41 | 6746 | 3-23-12-58 |
| 24 | SOUTHERLY | D Mickleborough 5-23-56-33 | 6672 | 3-20-02-18 |
| 25 | PALANA | R J Shield 6-02-11-01 | 6613 | 4-00-40-56 |
| 26 | STRUEN MARIE | A J Wildman 6-01-16-44 | 6655 | 4-00-40-59 |
| 27 | WINDSTON CHURCHILL | A V & J Toll 5-01-05-40 | 8065 | 4-01-39-46 |
| 28 | NIRIPA | G Warner 5-03-53-37 | 8213 | 4-05-45-11 |
| 29 | TRIDENT | J W White 6-02-31-30 | 7024 | 4-06-55-08 |
| 30 | SOUTHERN MYTH | A B Wilson 6-13-59-07 | 6838 | 4-12-01-49 |
| 31 | NARANI | N C Howard 6-06-51-11 | 7280 | 4-13-31-10 |
| 32 | ZILVERGEEST | A Williams 7-13-26-15 | 6587 | 4-23-30-46 |
| 33 | SYLPH | A J Murray & A Hunter 7-21-27-07 | 6480 | 5-02-45-53 |
| 34 | SYLPH VI | Lawson Brothers 7-17-13-02 | 6653 | 5-03-13-30 |

FASTEST TIME: ASTOR 4-10-53-00

RETIRE: AOTEA II (R K Hunt), AQUA BLEU (J F Parson), BIRRAHLEE (C V Jones), BOONGOWN (Dr J Molesworth), ENID (J C A Cockle), FOUR WINDS II (S W Gibson), RETIRED: 06 GEMINI (P A Zala), ILINA (K R Murdoch), OLITA (J Farren-Price), SIANDRA (D M Boyden)

1963 WEATHER: Light northerly winds and calm patches for the first few days up to 11 calculations. Then a fresh south-westerly down Tasmania way, which eached 70 knots in Storm Bay, caused many retirements.

| | | | | |
|----|------------------|----------------------------|-------|------------|
| 14 | POITREL | J Robson-Scott 4-20-57-20 | 7607 | 3-16-58-05 |
| 15 | PALANA | R J Shield 4-20-54-27 | 7613 | 3-17-00-06 |
| 16 | BINDAREE | G G Blackwood 4-20-58-18 | 7617 | 3-17-05-50 |
| 17 | ODIN | L Abrahams 4-16-17-52 | 7940 | 3-17-09-51 |
| 18 | ATHENA | J Jarrett 4-22-05-04 | 7553 | 3-17-11-21 |
| 19 | TAM O SHANTER | K MacGregor 4-20-58-10 | 7626 | 3-17-12-03 |
| 20 | JANZOON II | W Russell-Stade 4-18-09-09 | 7823 | 3-17-18-05 |
| 21 | CAROUSEL | L E Gabriel 4-21-27-28 | 7639 | 3-17-43-33 |
| 22 | RIVAL | A G Burton 4-20-57-27 | 7681 | 3-17-50-26 |
| 23 | MISTER CHRISTIAN | P Kurts 4-18-13-59 | 7955 | 3-18-52-20 |
| 24 | KARINGAL | A Berns 4-18-11-25 | 7966 | 3-18-57-50 |
| 25 | SOUTHERLY | D Mickleborough 4-22-04-06 | 7710 | 3-19-01-51 |
| 26 | VALHALLA | A & P Hankin 4-20-44-56 | 7805 | 3-19-07-21 |
| 27 | ASTELOT | A G Croft 4-20-45-55 | 7804 | 3-19-07-25 |
| 28 | AKALA | J H Bleakley 4-21-31-04 | 7792 | 3-19-34-10 |
| 29 | SEAWIND | N F Brooker 4-16-06-50 | 8184 | 3-19-45-15 |
| 30 | FARE-THREE-WELL | R T Williams 4-20-46-51 | 7874 | 3-19-57-11 |
| 31 | THEME | K Bridgestocke 5-00-45-10 | 7625 | 3-20-04-26 |
| 32 | TAIPEE | A Adams 4-20-46-38 | 7893 | 3-20-10-20 |
| 33 | SALACIA | A Byrne 4-19-57-46 | 8005 | 3-20-22-21 |
| 34 | BACCHUS D | P E Deaton 4-14-23-32 | 8458 | 3-21-22-10 |
| 35 | CORROBOREE | K A Gray 4-20-37-11 | 8036 | 3-21-42-55 |
| 36 | FRANKLIN | RAN 4-19-01-42 | 8189 | 3-22-11-48 |
| 37 | CARINA | R H Holford 4-22-49-38 | 7981 | 3-22-50-11 |
| 38 | SOUTHERN MYTH | N C Howard 4-20-59-43 | 8250 | 4-00-31-16 |
| 39 | TAHUNA | E A Hales 4-20-36-52 | 8134 | 4-00-57-12 |
| 40 | SEA BEE | J Ashton-Martin 4-22-43-52 | 8248 | 4-01-55-45 |
| 41 | STORMVOGEL | C Brynzee 3-20-30-09 | 10645 | 4-02-28-28 |
| 42 | ALCHERINGA | J N Bridgeland 5-01-48-13 | 8226 | 4-04-11-45 |
| 43 | INGRID | C M Earl 5-08-42-41 | 7840 | 4-04-54-35 |
| 44 | BARFANNE | J Wedd 5-13-25-00 | 7654 | 4-06-07-03 |
| 45 | ILINA | K R Murdoch 4-18-27-15 | 9097 | 4-08-07-06 |
| 46 | ENID | J Cockle 4-12-48-05 | 9577 | 4-08-11-56 |
| 47 | CUTTY SARK | W R Bradley 4-23-39-29 | 9231 | 4-14-27-23 |
| 48 | CORSARO II | Italian Navy 4-20-53-45 | 9777 | 4-18-17-20 |
| 49 | MARX PRINCESS | A Mark 6-12-28-12 | 7696 | 5-00-25-10 |

FASTEST TIME: STORMVOGEL 3-20-30-09

RETIRE: BIRRAHLEE (C Jones), MENABILLY (J Keely), SAGA (L Little), THEKLA (E Eggers)

1965 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW coast. A good 20 knot northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish

1964

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|---------------|-----------------------------|------|----------------|
| 1 | FREYA | T & M Halvorsen 4-01-17-35 | 8014 | 3-05-58-14 |
| 2 | CAMILLE | R Swanson 4-04-09-22 | 7901 | 3-07-08-00 |
| 3 | JANZOON II | W Russell-Stade 4-05-13-34 | 7823 | 3-07-11-21 |
| 4 | CADENCE | H S Mason 4-11-58-09 | 7371 | 3-07-35-03 |
| 5 | SALACIA | A W Byrne 4-04-08-38 | 8035 | 3-08-27-56 |
| 6 | LORITA MARIE | N B Rydge Jr 4-07-16-47 | 7852 | 3-09-05-43 |
| 7 | CAVALIER | Dr L E McDonnell 4-13-25-13 | 7418 | 3-09-10-04 |
| 8 | NORLA | J Bennetto 4-05-07-34 | 8051 | 3-09-25-00 |
| 9 | KAREELAH | R H Fidock 4-09-00-44 | 7781 | 3-09-42-36 |
| 10 | SEAWIND | N F Brooker 4-04-16-50 | 8194 | 3-10-10-12 |
| 11 | YAMPLE | I A R Poisen 4-14-06-32 | 7513 | 3-10-43-29 |
| 12 | STRUEN MARIE | A J Wildman 4-12-26-22 | 7655 | 3-11-00-37 |
| 13 | SARACEN II | R Crichton-Brown 4-11-59-18 | 7754 | 3-11-44-03 |
| 14 | MERCEDES II | H T Kaufman 4-07-58-06 | 8102 | 3-12-14-06 |
| 15 | KALEENA | H E Godden 4-12-59-16 | 7739 | 3-12-20-44 |
| 16 | ILINA | K R Murdoch 3-22-33-51 | 9097 | 3-14-01-30 |
| 17 | RONITA | R A Cottee 4-18-19-14 | 7563 | 3-14-27-38 |
| 18 | TUI MANU | M York 4-16-57-21 | 7655 | 3-14-28-03 |
| 19 | PHYLIS GRAHAM | R Roxburgh 4-04-51-40 | 8617 | 3-14-54-43 |
| 20 | POITREL | J Robson-Scott 4-17-48-40 | 7641 | 3-14-57-47 |
| 21 | ASTOR | P R Warner 3-20-05-06 | 9564 | 3-16-04-11 |
| 22 | AKALA | J Bleakley 4-17-35-00 | 7792 | 3-15-30-14 |
| 23 | AWAY | F Armstrong 4-19-43-20 | 7872 | 3-19-05-47 |
| 24 | ATHENA | J Jarrett 5-01-49-55 | 7553 | 3-20-01-10 |
| 25 | SYLPH VI | Lawson Brothers 5-02-22-07 | 7653 | 3-21-39-41 |
| 26 | SEAMAN | H Vaughan 5-01-15-22 | 7794 | 3-22-30-25 |
| 27 | JOY TOO | J J McLaren 5-05-21-37 | 7575 | 3-22-57-37 |
| 28 | CHERANA | W R S MacRae 5-06-37-15 | 7567 | 3-23-48-50 |
| 29 | MARCO POLO | K York-Symer 5-08-07-00 | 7542 | 4-00-37-32 |
| 30 | ROVAMA | R J Mercet 4-06-43-08 | 7808 | 4-02-56-31 |
| 31 | METUNG | T O Beatty 5-06-13-15 | 8292 | 4-08-38-44 |

FASTEST TIME: ASTOR 3-20-05-06

RETIRE: ALLSEA (J Marion), ASTELOT (A G Croft), BACCHUS D (P E Deaton), BINDAREE (G G Blackwood), LOLITA (N G Cassim), SAGA (L Little), SEA BEE (J Ashton-Martin)

1964 WEATHER: Sunny start in light NE with a force 6 southerly change first light, later backing light SE and NE. Fresh northerly across Bass Strait, backing on NW down the Tasmanian coast, followed by force 7 SW in Storm Bay. Calm patches in the Derwent River.

1966

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|------------------|-----------------------------------|------|----------------|
| 1 | CADENCE | H S Mason 5-13-25-24 | 7403 | 4-02-46-24 |
| 2 | SALOME | R Swanson 5-11-47-19 | 7589 | 4-04-00-53 |
| 3 | TAMBOO | R J Green 5-12-16-22 | 7566 | 4-04-04-40 |
| 4 | MISTER CHRISTIAN | P Kurts 5-06-54-55 | 7892 | 4-04-09-25 |
| 5 | MALOHI | S Fischer 5-13-25-34 | 7555 | 4-04-48-13 |
| 6 | SERIFA | B J Case 5-14-03-13 | 7532 | 4-04-58-09 |
| 7 | MARIE VAN DIEMEN | P Hill 5-12-42-03 | 7573 | 4-05-15-07 |
| 8 | HUON LASS | H D Calverly 5-07-44-21 | 7951 | 4-05-33-56 |
| 9 | VALHALLA | P Hankin 5-11-21-50 | 7805 | 4-06-31-47 |
| 10 | ASTELOT | A G Croft 5-11-31-32 | 7804 | 4-06-38-34 |
| 11 | CANOPUS | A K Williams 5-12-44-22 | 7737 | 4-06-42-02 |
| 12 | FIDELIS | J V Davern 4-08-43-43 | 9623 | 4-06-48-35 |
| 13 | JANZOON II | W Russell-Stade 5-11-33-09 | 7823 | 4-06-53-49 |
| 14 | AKALA | J H Bleakley 5-11-51-09 | 7814 | 4-07-01-47 |
| 15 | KALEENA | H E Godden 5-13-30-42 | 7739 | 4-07-19-28 |
| 16 | CAMELOT | J G Borrow 5-11-29-10 | 7874 | 4-07-31-56 |
| 17 | RONITA | R A Cottee 5-16-39-11 | 7588 | 4-07-41-33 |
| 18 | ODIN | L J Abrahams 5-10-41-41 | 7945 | 4-07-50-12 |
| 19 | BALLANDRA | R Crichton-Brown 5-02-06-46 | 8529 | 4-08-08-59 |
| 20 | LORITA MARIE | N B Rydge 5-13-27-24 | 7829 | 4-08-29-00 |
| 21 | POITREL | J Robson-Scott 5-07-37-16 | 7594 | 4-08-30-35 |
| 22 | TAHUNA | J Lidgard 5-07-24-16 | 8226 | 4-08-48-10 |
| 23 | SALACIA | A W Byrne 5-10-40-40 | 8036 | 4-09-04-45 |
| 24 | POSEIDON | M W Miller 5-08-16-37 | 8195 | 4-09-07-22 |
| 25 | CATRIONA | D M Brooker 5-12-43-44 | 7982 | 4-09-25-31 |
| 26 | FRANKLIN | RAN 5-08-51-46 | 8189 | 4-09-31-32 |
| 27 | SATANITA | D H R Wikie 5-10-17-22 | 8181 | 4-10-21-19 |
| 28 | KARINGAL | A Berns 5-13-32-07 | 7986 | 4-10-38-28 |
| 29 | SEAWIND | P Wilde 5-10-35-04 | 8194 | 4-11-00-03 |
| 30 | WAITERE | D D Muir 5-21-26-55 | 7566 | 4-11-01-12 |
| 31 | ROPAWE | R K Brown 5-17-01-32 | 8314 | 4-11-18-17 |
| 32 | BACCHUS D | P E Deaton 5-06-45-29 | 8469 | 4-11-21-05 |
| 33 | SHIMAAI | C M Earl 5-13-24-14 | 8102 | 4-12-06-00 |
| 34 | CARMEN | J H Edmunds 6-06-13-30 | 7331 | 4-14-07-47 |
| 35 | CAROUSEL | L E Gabriel 6-01-49-38 | 7633 | 4-15-18-34 |
| 36 | SYLPHIDE | J Beumont & C Sullivan 6-05-20-16 | 7557 | 4-16-20-17 |
| 37 | THEKLA | F F Varcoe 6-08-20-13 | 7619 | 4-20-03-56 |
| 38 | RIVOLI | E Eggers 5-11-06-09 | 9070 | 4-22-54-36 |
| 39 | CAROUSEL | M R Brackett 6-10-47-54 | 7568 | 4-21-09-05 |
| 40 | CARINA | R L Holford 6-05-07-41 | 7981 | 4-23-01-09 |
| 41 | NAM SANG | J Thompson 5-08-10-33 | 9581 | 5-02-38-19 |
| 42 | ALCHERINGA | J N Bridgeland 6-06-33-19 | 8257 | 5-04-18-49 |
| 43 | SAGA | L S Little 7-02-28-41 | 7831 | 5-13-30-04 |
| 44 | ALTAIR | G W Moore 6-13-18-18 | 8635 | 5-15-35-18 |

FASTEST TIME: FIDELIS 4-08-39-43

RETIRE: ANTIGUA (F A Hogarth), ZILVERGEEST (A J Murray)

1966 WEATHER: Light nor easter at the start with southerly change first night out. Light and variable winds with a fresh westerly across Bass Strait. Light and variable down Tasmanian coast

1965

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|------------------|--------------------------------|------|----------------|
| 1 | FREYA | T & M Halvorsen 4-06-23-32 | 8014 | 3-10-03-26 |
| 2 | CAMELOT | J G Borrow 4-10-07-31 | 7943 | 3-12-17-43 |
| 3 | CADENCE | H S Mason 4-20-37-32 | 7372 | 3-13-58-34 |
| 4 | BALANDRA | R Crichton-Brown 4-05-35-25 | 8524 | 3-14-35-43 |
| 5 | SEQUANA | H J Tiley 4-21-16-15 | 7475 | 3-15-46-20 |
| 6 | NARANDA | I A R Poisen 4-21-25-12 | 7522 | 3-15-46-20 |
| 7 | ZILVERGEEST | A Murray & A Hunter 4-23-13-52 | 7413 | 3-16-23-52 |
| 8 | NORLA | J Bennetto 4-12-33-37 | 8150 | 3-16-28-36 |
| 9 | RONITA | R A Cottee 4-21-01-08 | 7563 | 3-16-30-06 |
| 10 | KURURA | N F Mile 4-21-00-08 | 7582 | 3-16-42-40 |
| 11 | SARDA OF BURNHAM | D L Gilling 4-21-21-58 | 7562 | 3-16-45-49 |
| 12 | FANFARE | G P Patterson 4-08-05-23 | 8536 | 3-16-51-03 |
| 13 | TAMBOO | R J Green 4-21-30-53 | 7566 | 3-16-54-52 |

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|--------------|-------------------------|------|----------------|
| 1 | RENBUICK III | C Bouzard 4-19-59-38 | 7653 | 3-16-39-15 |
| 2 | PEN DUICK II | E Tabary 4-04-10-31 | 8943 | 3-17-37-00 |
| 3 | MATIKA | N Long 4-22-04-33 | 7722 | 3-19-10-40 |
| 4 | SALACIA | A Byrne 4-18-21-24 | 8025 | 3-20-02-19 |
| 5 | MERCEDES III | H Kaufman 4-18-41-05 | 8035 | 3-20-08-56 |
| 6 | HUON LASS | H D Calverly 4-20-09-51 | 7949 | 3-20-20-19 |

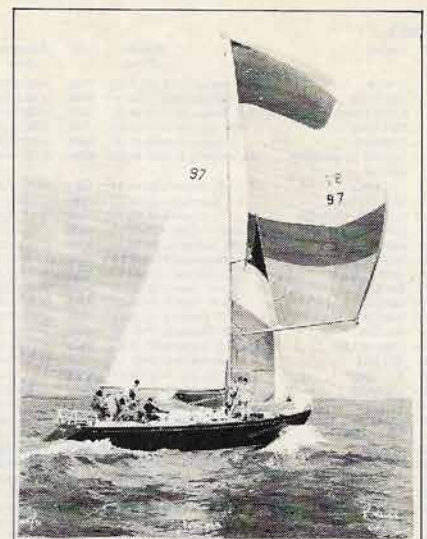
| | | | | |
|----|------------------|-------------------------|------|------------|
| 7 | MISTER CHRISTIAN | P Kurts 4-22-03-47 | 7892 | 3-21-10-31 |
| 8 | CASANET | L Carmichael 5-08-49-03 | 7315 | 3-22-13-47 |
| 9 | CORROBOREE | K A Gray 4-23-20-44 | 7987 | 3-23-19-47 |
| 10 | WATHARA II | B Cameron 5-05-28-39 | 7667 | 4-00-12-13 |
| 11 | CALLOPHE | K Middleton 5-11-53-08 | 7323 | |



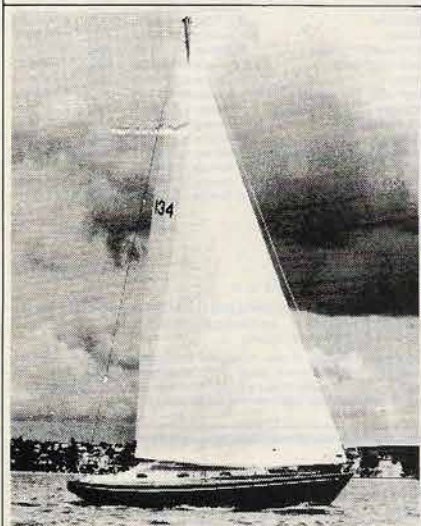
1968 – Koomooloo



1969 – Morning Cloud



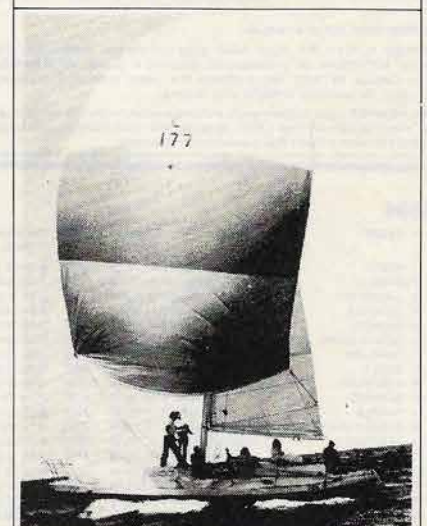
1970 – Pacha



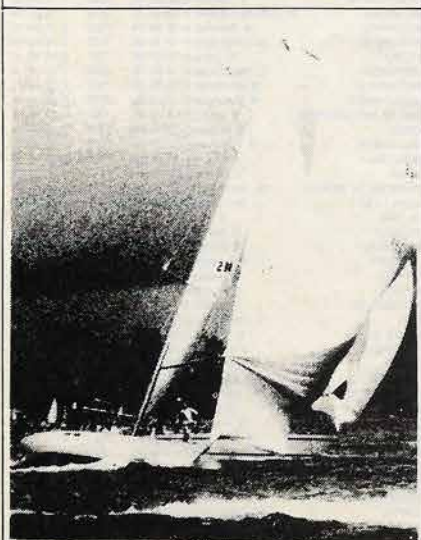
1971 – Pathfinder



1972 – American Eagle



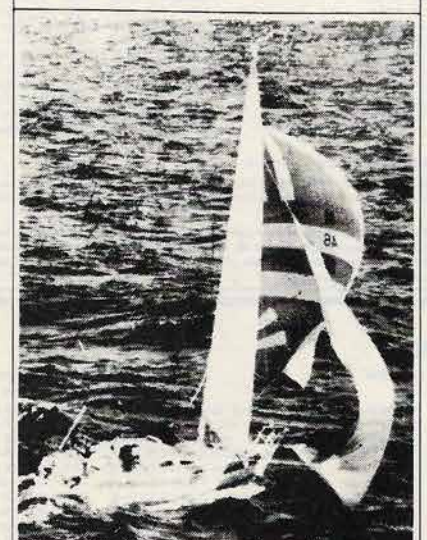
1973 – Ceil III



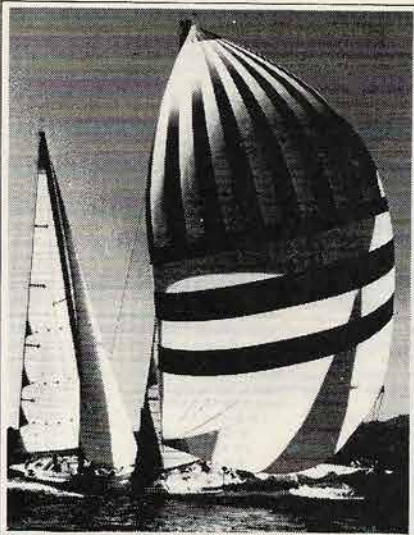
1974, 1978 – Love & War



1975 – Rampage



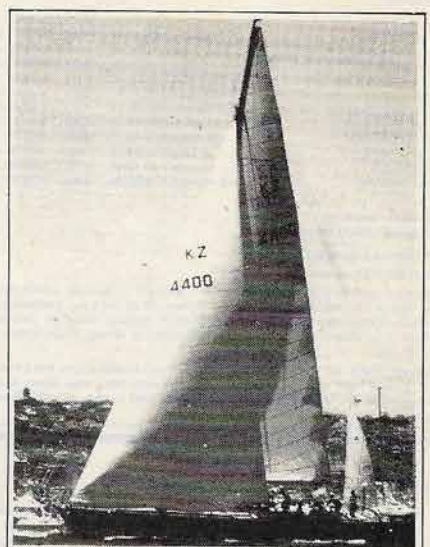
1976 – Piccolo



1977 - Kialoa



1979 - Screw Loose



1980 - New Zealand



1981 - Zeus II



1982 - Scallywag



1983 - Challenge



1984 - Indian Pacific



1985 - Sagacious



1986 - Ex-Tension

| | | | | |
|----|-----------|---------------------------|------|------------|
| 44 | NATANI | O Trewartha 6-08-34-11 | 7496 | 4-18-21-58 |
| 45 | ATHENA | A Friebe 6-10-46-20 | 7444 | 4-19-12-44 |
| 46 | SHIMAL | C Earl 5-23-40-29 | 8021 | 4-19-14-29 |
| 47 | SEA WITCH | C Forbes 5-21-02-49 | 8182 | 4-19-24-16 |
| 48 | SIRIUS | J McKenzie 5-08-51-41 | 9024 | 4-20-17-04 |
| 49 | BACCHUS D | P Deaton 5-20-08-17 | 8473 | 4-22-44-20 |
| 50 | TEMERAIE | C White 6-22-39-22 | 7276 | 5-01-25-33 |
| 51 | ARAPAWA | B Millar 6-03-48-21 | 8283 | 5-02-25-39 |
| 52 | DORADO | J Lake 6-23-28-12 | 7443 | 5-04-38-54 |
| 53 | SAGA | L Little 7-05-16-41 | 7753 | 5-14-20-32 |
| 54 | METUNG | W R & B Holmes 7-10-52-30 | 8192 | 6-02-32-04 |

DIVISION WINNERS

DIVISION 1: KOOMOLOO

DIVISION 2: MOONBIRD

FASTEST TIME: ONDINE II 4-03-20-02

RETIRED: ANITRA V (Sir Garfield Barwick), CAMELOT (J Borrow), CAROUSEL (M Brakeli), CORROBOREE (J White), FRANKLIN (R.A.N.S.A.), KARAWA (L Kloster), MARIA VAN DIEMEN (P Hill), PATSY (F Duffield), RAGE (H Denius), ROIAATA (N Gillard), RONITA (R Cottee), SYLVENA (S Moray), THUNDERBOLT (G Shields)

1968 WEATHER: NE at start and down the coast with thunderstorms and a fresh SW second night out. SW increased to force 9 with heavy seas across Bass Strait, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and the Derwent

1969

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|---------------------|------------------------------------|-------|----------------|
| 1 | MORNING CLOUD | E Heath 4-05-57-53 | 7496 | 3-04-25-57 |
| 2 | PROSPECT OF WHITBY | A Slater 4-00-19-19 | 7924 | 3-05-17-19 |
| 3 | SALACIA | A Byrne 4-02-40-57 | 8045 | 3-06-24-11 |
| 4 | THUNDERBOLT | G Shields & F Thomas 4-06-35-05 | 7644 | 3-06-24-56 |
| 5 | TINA OF MELBOURNE | B Scott 4-06-37-44 | 7890 | 3-06-32-13 |
| 6 | MERCEDDES III | H Kaufman 4-02-47-55 | 7972 | 3-06-45-44 |
| 7 | BOAMBILLE | V Walsh 4-06-21-03 | 7690 | 3-06-56-14 |
| 8 | MORNING AFTER | R Hill 4-08-40-39 | 7541 | 3-06-56-14 |
| 9 | REBEL | B Wilson 4-06-43-05 | 7690 | 3-06-59-24 |
| 10 | BANDIT | M Tostevin 4-06-45-34 | 7690 | 3-07-01-18 |
| 11 | CAVALIER SEUL | D P Cavalier 4-07-05-03 | 7672 | 3-07-05-10 |
| 12 | WARRI | W Hart 4-07-20-01 | 7690 | 3-07-27-49 |
| 13 | RENEGADE | J Lidgard 4-08-23-23 | 7663 | 3-07-59-37 |
| 14 | OUTRAGE | Colson Brothers 4-08-49-03 | 7707 | 3-08-46-58 |
| 15 | HOTSPUR | P Packer 4-08-35-51 | 7739 | 3-08-56-52 |
| 16 | GILLAWA | A Wildman 4-09-43-18 | 7681 | 3-09-12-17 |
| 17 | RAGAMUFFIN | S Fischer 3-22-50-26 | 8598 | 3-09-32-38 |
| 18 | CAPRICE OF HUON | G Ingate 4-04-31-36 | 8142 | 3-09-50-55 |
| 19 | MOONBIRD | N Brooker 4-10-31-12 | 7690 | 3-09-54-49 |
| 20 | MORANDOO | W Rice 4-14-38-10 | 7424 | 3-10-08-10 |
| 21 | VAGO | H Takeda 4-09-02-21 | 7821 | 3-10-09-04 |
| 22 | SATANITA II | D Wilkie 4-02-08-02 | 8376 | 3-10-11-48 |
| 23 | SUNDOWNER | R Swanson 4-02-47-04 | 8330 | 3-10-17-14 |
| 24 | VENINDE II | G Jorgensen 4-11-13-05 | 7690 | 3-10-27-02 |
| 25 | ODIN | L Abrahams 4-07-36-23 | 7959 | 3-10-27-36 |
| 26 | BALANDRA | R Crichton-Brown 4-02-19-39 | 8414 | 3-10-43-50 |
| 27 | MELITE | I Brodzicki 4-11-44-23 | 7690 | 3-11-01-12 |
| 28 | MAID ROSALINDE | B Finch 4-14-13-56 | 7545 | 3-11-10-12 |
| 29 | SARAGEN II | J Morris 4-13-08-15 | 7623 | 3-11-11-43 |
| 30 | CRUSADE | M Aitken 3-15-07-40 | 8722 | 3-11-18-10 |
| 31 | CORROBOREE | J White 4-06-07-40 | 8010 | 3-11-22-22 |
| 32 | DUET | P Hopwood 4-12-29-03 | 7690 | 3-11-25-27 |
| 33 | NELL GWYN | F Hickman 4-09-30-03 | 7913 | 3-11-28-58 |
| 34 | WATHARA II | R Jackman 4-12-33-48 | 7690 | 3-11-29-07 |
| 35 | OPHIR | D Jones 4-12-39-05 | 7690 | 3-11-33-10 |
| 36 | JISUMA | L Scott 4-13-25-29 | 7714 | 3-12-24-37 |
| 37 | CICLY JUNE | P Dixon 4-16-24-33 | 7541 | 3-12-46-03 |
| 38 | ROULETTE II | F Andrews 4-07-58-25 | 8171 | 3-12-57-24 |
| 39 | SALTY TIGER | J Powell 4-01-11-27 | 8794 | 3-13-28-10 |
| 40 | SALOME | K Pix 4-17-39-40 | 7579 | 3-13-54-29 |
| 41 | AKALA | J Bleakley 4-15-27-57 | 7736 | 3-14-13-47 |
| 42 | MITYA OF ARRAN | D Reid 4-03-19-57 | 7232 | 3-14-38-37 |
| 43 | CARINA | P Daniel 4-21-35-47 | 7420 | 3-15-15-23 |
| 44 | PATSY | F Duffield 4-12-58-49 | 8012 | 3-15-18-54 |
| 45 | ADRIA | J Grubic 4-06-55-29 | 8362 | 3-15-43-01 |
| 46 | CAMELOT | J Borrow 4-14-29-21 | 7940 | 3-15-43-41 |
| 47 | CAVALIER | J Roche 4-23-29-59 | 7378 | 3-16-10-01 |
| 48 | KARINGAL | A Berns 4-13-47-04 | 8063 | 3-16-31-08 |
| 49 | APOLLO | B Onda 3-15-26-22 | 10134 | 3-16-36-40 |
| 50 | SEQUANA | M Tiley 5-00-51-16 | 7406 | 3-17-30-17 |
| 51 | DESTINY II | G Chapman 4-07-58-46 | 8655 | 3-17-59-38 |
| 52 | SANCHO | G Evans 5-03-44-40 | 7307 | 3-18-25-12 |
| 53 | SARINA | R Langman 4-23-53-45 | 7548 | 3-18-29-50 |
| 54 | WINSTON CHURCHILL | G Warner 4-08-24-33 | 8301 | 3-19-53-49 |
| 55 | WEATHERLY | J Gilliam 4-20-18-09 | 7948 | 3-20-26-13 |
| 56 | PHANTOM OF BRIGHTON | J Attwood 4-23-51-08 | 7719 | 3-20-30-50 |
| 57 | CAPUCINE | R Brenac 5-03-43-33 | 7487 | 3-20-38-01 |
| 58 | MONSOON | Sturrock & Mooney 4-23-03-40 | 7795 | 3-20-48-29 |
| 59 | ZILVERGEEST | A Murray 5-08-26-56 | 7375 | 3-22-43-51 |
| 60 | SISKA | R Tasker 4-01-59-18 | 9745 | 3-23-29-22 |
| 61 | SHI BUI | A Wallis 4-23-55-10 | 7973 | 3-23-36-42 |
| 62 | ANITRA V | G Barwick 5-01-29-57 | 7883 | 3-23-46-40 |
| 63 | CRUSADE | W Pettinelli 5-07-27-54 | 7690 | 4-00-28-57 |
| 64 | ENID | W MacRae 4-08-07-12 | 9577 | 4-03-42-56 |
| 65 | FOURWINDS II | S Gibson 5-07-40-24 | 7998 | 4-04-57-50 |
| 66 | MOKARETU | N Gosson 5-05-32-22 | 8293 | 4-08-06-35 |
| 67 | TORAE | G Stern 5-06-16-13 | 8256 | 4-08-14-55 |
| 68 | FIDELIS | J Davern 4-05-17-29 | 8154 | 4-09-39-25 |
| 69 | DORADO | J Lake 5-23-57-11 | 7366 | 4-10-02-06 |
| 70 | MYRA | A Eklund 6-08-47-15 | 7264 | 4-14-24-15 |
| 71 | SYLPHIDE | J Beaumont & C Sullivan 6-05-15-33 | 7474 | 4-15-35-10 |
| 72 | FRANKLIN | R A N 5-20-53-30 | 8016 | 4-16-54-46 |
| 73 | WRAITH OF ODIN | B & D O'Brien 5-06-40-18 | 8816 | 4-17-26-12 |
| 74 | EVEN | W Gibson 5-08-51-20 | 9070 | 5-00-36-05 |
| 75 | DIVA JANA | D Kelly 6-08-02-16 | 8154 | 5-03-58-18 |

DIVISION WINNERS

DIVISION 1: TINA OF MELBOURNE

DIVISION 2: PROSPECT OF WHITBY

DIVISION 3: MORNING CLOUD

FASTEST TIME: CRUSADE 3-15-07-40

RETIRED: BOOMERANG VII (P Hill), CAMILLE (D Ralph), JANZOON I (R George), UTEIKAH IV (P Fowler)

1969 WEATHER: Light winds from ENE at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours

1970

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|---------------------|----------------------------------|-------|----------------|
| 1 | PACHA | R Crichton-Brown 3-17-41-18 | 9157 | 3-10-07-39 |
| 2 | RAGAMUFFIN | S Fischer 3-20-42-28 | 8859 | 3-10-13-59 |
| 3 | SALACIA II | AV Byrne 3-22-09-23 | 8893 | 3-11-43-59 |
| 4 | KOOMOLOO | N B Rydge 4-11-35-40 | 8150 | 3-11-43-21 |
| 5 | VICTORIA | L Abrahams 4-11-58-48 | 8168 | 3-16-11-52 |
| 6 | TAURUS | A G Lee 4-10-29-31 | 8301 | 3-16-29-40 |
| 7 | MATIKA | N Long 4-19-31-17 | 7844 | 3-18-36-53 |
| 8 | MORNING MISCHIEF | R R Cavill 4-23-46-08 | 7590 | 3-18-54-16 |
| 9 | CAEDENE | D Jones 5-04-28-38 | 7383 | 3-19-54-06 |
| 10 | BACARDI | P Cole 4-14-59-31 | 8292 | 3-20-02-04 |
| 11 | BUCCANEER | T E Clark 3-14-06-12 | 10730 | 3-20-23-19 |
| 12 | TAMBOO | R Green 5-04-15-22 | 7524 | 3-21-29-24 |
| 13 | TINA OF MELBOURNE | B R Scott 5-00-30-15 | 7767 | 3-21-35-44 |
| 14 | BOOMERANG VIII | P Joubert 5-03-25-27 | 7620 | 3-22-02-56 |
| 15 | CAUCINE | R Brenac 5-05-53-05 | 7504 | 3-22-27-50 |
| 16 | LOMA | W Burrows 5-05-34-25 | 7524 | 3-22-28-53 |
| 17 | PROSPECTOR | R Lloyd 5-06-42-33 | 7489 | 3-22-53-32 |
| 18 | CHERANA | J Keely 5-02-10-58 | 7455 | 3-23-33-36 |
| 19 | VENINDE II | G E Jorgensen 5-08-43-43 | 7815 | 3-23-54-44 |
| 20 | SARLENA | C McGarry 5-05-49-43 | 7709 | 4-00-52-22 |
| 21 | MARIA | D A Cooper 5-02-42-45 | 7844 | 4-01-02-16 |
| 22 | MISTRESS | W Pettinelli 5-04-18-38 | 7844 | 4-01-30-33 |
| 23 | DUET | J Diamond 5-04-09-48 | 7854 | 4-01-31-04 |
| 24 | TAMPICO II | A McKenzie Smith 5-13-24-56 | 7312 | 4-01-33-12 |
| 25 | CAMELOT | M Clark 5-02-32-27 | 8024 | 4-02-19-35 |
| 26 | FARE-THEE-WELL | J Eakson 5-05-07-30 | 7896 | 4-02-47-55 |
| 27 | PATSY OF ISLAND BAY | F R Duffield 5-00-31-37 | 8200 | 4-02-49-55 |
| 28 | CALYPSO | G G Wignall 5-12-59-19 | 7444 | 4-02-59-48 |
| 29 | ONYA II | P Rysdyk 5-10-28-56 | 7590 | 4-03-02-10 |
| 30 | BALANDRA | Army Eastern Command 4-20-48-28 | 8516 | 4-03-26-41 |
| 31 | WEATHERLY | J Gilliam 5-04-09-00 | 8042 | 4-03-30-28 |
| 32 | DIGERIDOO | T Simms 5-05-51-43 | 7961 | 4-04-11-55 |
| 33 | SOUTHERLY | D Mickleborough 5-12-33-48 | 7564 | 4-04-16-15 |
| 34 | FOUR WINDS II | S W Gibson 5-07-07-21 | 7961 | 4-05-12-07 |
| 35 | PATRICE | R Kirby 5-05-36-41 | 8068 | 4-06-20-35 |
| 36 | ANITRA V | Sir Garfield Barwick 5-07-50-35 | 7842 | 4-06-51-59 |
| 37 | ASTELOP | P Zalus 5-15-31-53 | 7651 | 4-07-41-42 |
| 38 | UTEIKAH IV | P C Fowler 5-11-35-21 | 8068 | 4-10-09-57 |
| 39 | DESTINY II | G Chapman 5-03-24-36 | 8617 | 4-10-20-32 |
| 40 | AKALA | J Bleakley 5-19-41-17 | 7689 | 4-11-24-22 |
| 41 | BOOMERANG VII | P Hill 5-04-07-37 | 8675 | 4-11-40-48 |
| 42 | FRANKLIN | Royal Australian Navy 5-15-33-53 | 8060 | 4-13-15-54 |
| 43 | NATANI | O Trewartha 6-04-23-35 | 7428 | 4-14-13-34 |
| 44 | ILINA | J Court 5-04-21-54 | 8937 | 4-15-08-42 |
| 45 | ALCHERINGA | J Bridgland 5-12-28-39 | 8481 | 4-16-21-15 |
| 46 | ANACONDA | J Grubic 5-01-37-14 | 8605 | 4-20-46-20 |
| 47 | SOUTHERN MYTH | N C Howard 6-04-29-29 | 8252 | 5-02-33-57 |

ONE TON DIVISION: MATIKA

DIVISION 1: PACHA

DIVISION 2: MORNING MISCHIEF

FASTEST TIME: BUCCANEER 3-14-06-12

RETIRED: APOLLO (A Bond), BOAMBILLE (V Walsh), CARINA (P Daniel), CAVALIER (J Roche), JISUMA (L Scott), MOKARETU (N Gosson), MERCEDES (H Kiskaddon), STARFIRE OF PERTH (N McAllister), STORMY PETREL (C Curran), THUNDERBOLT (G Shields), VALLHALLA (A & P Hankin)

1970 WEATHER: Moderate to fresh NE winds for the first two days caused two yachts to lose their rudders. SW change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a big boat race and brought up a record of 14 retirements

1971

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|--------------------|----------------------------------|------|----------------|
| 1 | PATHFINDER | B Wilson 4-00-02-04 | 7835 | 3-03-14-34 |
| 2 | RUNAWAY | J Lidgard 4-01-50-50 | 7844 | 3-04-05-51 |
| 3 | WAI-ANIWA | RH Walker 4-01-15-07 | 7844 | 3-04-17-03 |
| 4 | MORNING CLOUD | E Heath 3-21-58-57 | 8141 | 3-04-30-40 |
| 5 | TAURUS | A G Lee 3-21-05-48 | 8266 | 3-04-57-13 |
| 6 | CERVANTES IV | R C Watson 3-23-55-11 | 8077 | 3-05-28-25 |
| 7 | PROSPECT OF WHITBY | A Slater 3-20-54-02 | 8362 | 3-05-41-00 |
| 8 | KOOMOLOO | J Gilliam 3-23-41-21 | 8150 | 3-05-59-11 |
| 9 | VICTORIA | L Abrahams 4-00-00-01 | 8159 | 3-06-19-35 |
| 10 | POLARIS | L H Savage 3-23-44-51 | 8292 | 3-07-23-37 |
| 11 | RAGAMUFFIN | S Fischer 3-17-37-54 | 8861 | 3-07-25-21 |
| 12 | BACARDI | P Cole 3-23-36-37 | 8336 | 3-07-42-02 |
| 13 | STORMY PETREL | C Curran 4-06-15-41 | 7844 | 3-08-12-50 |
| 14 | MELTEM | B C Palsitt 3-23-29-25 | 8422 | 3-08-25-18 |
| 15 | SATANITA II | D H R Wilks 3-23-46-09 | 8482 | 3-09-13-52 |
| 16 | PLUM CRAZY | G Thomas & Partners 4-16-33-23 | 7226 | 3-09-19-59 |
| 17 | PILGRIM | G Evans 4-08-01-30 | 7835 | 3-09-30-13 |
| 18 | HUON LASS | H Calvert 4-18-03-00 | 7841 | 3-09-35-08 |
| 19 | PACHA | R Crichton-Brown 3-17-37-41 | 9157 | 3-10-04-20 |
| 20 | MARK TWAIN | R J Langman 4-08-50-38 | 7844 | 3-10-14-22 |
| 21 | WHISPERS | G Stage 3-21-19-11 | 8813 | 3-10-14-33 |
| 22 | TINA OF MELBOURNE | B R Scott 4-10-51-13 | 7758 | 3-10-53-49 |
| 23 | ANACONDA | J Grubic 3-23-50-48 | 8789 | 3-12-14-22 |
| 24 | MORNING HUSTLER | RH Fiddler 4-15-03-25 | 7590 | 3-12-17-31 |
| 25 | MERCEDDES III | K Farlor 4-09-08-27 | 8077 | 3-12-55-19 |
| 26 | MORNING MISCHIEF | R R Cavill 4-16-46-27 | 7590 | 3-13-35-43 |
| 27 | BOOMAROO III | H Findlay 4-16-40-55 | 7610 | 3-13-45-02 |
| 28 | BINDA | J S Vickery 4-14-14-01 | 7796 | 3-13-56-16 |
| 29 | THUNDERBOLT | G Needham 4-16-37-29 | 7660 | 3-14-16-13 |
| 30 | MORNING MATILDA | R P McIntyre 4-17-35-37 | 7620 | 3-14-33-29 |
| 31 | PIMPINER | J Beaumont & Partners 4-16-31-54 | 7709 | 3-14-45-02 |
| 32 | WILD GOOSE | I D Russell 4-15-10-00 | 7844 | 3-15-11-56 |

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|-------|--------------|-----|----------------|
| 3 | | | | |

| | | | | |
|----|-----------------|----------------------------------|------|------------|
| 51 | DOROTHY II | E W Wall-Smith 5-04-35-50 | 7477 | 3-21-09-41 |
| 52 | SARLENA | C McGarry 5-05-19-00 | 7468 | 3-21-35-11 |
| 53 | MOONBIRD | G Sempie 5-01-57-17 | 7702 | 3-21-55-46 |
| 54 | ANITRA V | Sir Garfield Barkwell 5-04-58-10 | 7551 | 3-22-21-52 |
| 55 | PIMPERNEL | J Beaumont 5-05-40-31 | 7514 | 3-22-25-56 |
| 56 | OSPREY | C W Johnson 5-05-34-34 | 7502 | 3-22-27-25 |
| 57 | JANZOON II | W Cavill 5-06-24-03 | 7500 | 3-22-42-00 |
| 58 | SONG OF SOLVEIG | I Forsyth-Grant 5-05-59-40 | 7527 | 3-22-50-10 |
| 59 | FRANKLIN | Royal Australian Navy 5-04-34-36 | 7702 | 3-23-56-56 |
| 60 | SATYRICON | A T Cotton 5-04-32-36 | 7706 | 3-23-58-22 |
| 61 | WILD GOOSE | D Russell 5-04-23-47 | 7741 | 4-00-17-43 |
| 62 | KINTAMA | R George 5-04-25-19 | 7785 | 4-00-36-40 |
| 63 | QUANDO | J O'Neill 5-06-24-02 | 7658 | 4-00-47-51 |
| 64 | SOLENT | P J & R S Robinson 5-21-30-55 | 6938 | 4-02-11-00 |
| 65 | TRILBY II | K W Hinrichsen 5-23-13-50 | 6861 | 4-02-16-14 |
| 66 | TAWARRI | J D Lewis 5-04-25-49 | 8055 | 4-04-13-43 |
| 67 | ALCHERINGA | J N Bridgland 5-04-29-23 | 8166 | 4-05-39-30 |
| 68 | MAKARETU | N Gosson 5-04-50-31 | 8171 | 4-06-00-29 |
| 69 | UTIEKAH IV | Mr & Mrs P C Fowler 5-07-58-15 | 8040 | 4-06-53-19 |
| 70 | SKYLARK | J L Ward 6-08-56-01 | 7034 | 4-11-34-24 |
| 71 | HUSTLER | P J Bates 5-04-18-00 | 7034 | 4-11-34-24 |
| 72 | EVEN | W J Gibson 5-06-17-31 | 8813 | 4-15-18-03 |
| 73 | SYLPH II | Royal Australian Navy 6-19-20-24 | 7276 | 4-23-44-54 |
| 74 | NIRIMBA | Royal Australian Navy 6-20-34-48 | 7276 | 4-23-44-54 |
| 75 | SIROCCO | S B Guy 5-08-21-09 | 9409 | 5-00-46-00 |

ONE TON DIVISION: MARK TWAIN

HALF TON DIVISION: UNICORN

DIVISION A: AMERICAN EAGLE

DIVISION B: CAPRICE OF HUON

DIVISION C: MATIKA

DIVISION D: SEQUANA

FASTEST TIME: AMERICAN EAGLE 3-04-42-39

RETIRED: ANACONDA, BACARDI, KIDNAPPER, NOCTURNE

1972 WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving, and the huge fleet started in a light nor'wester. The breeze was light to moderate for the first two hours of the Race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jarvis Bay and they reached down almost to Twofold Bay, until a fresh southerly came in. After few tacks off Cape Howe most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind beam from the west and nor'west, the leaders continued to make a fast reach down the Tasmanian coast. Then without warning the leaders were hit by a fierce southerly changing, gusting to more than 40 knots. But as they approached the Iron Pot, the leaders ran into a series of frustrating calms as the rest of the fleet battled a Force 7 gale off the east coast. However as the front passed, almost all the fleet were to suffer the same frustrations as the sailed a 'stop-go' course up the Derwent. The race was a long drawn out affair, as the smaller yachts had to battle headwinds down the east coast, round Tasman Island and then across Storm Bay, most of them also encountering the tickle winds of the Derwent.

1973

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|--------------------|----------------------------------|-------|----------------|
| 1 | CEIL III | W Turnbull 3-12-05-34 | 7786 | 2-17-28-28 |
| 2 | PROSPECT OF WHITBY | A Slater 3-07-49-47 | 8471 | 2-19-29-48 |
| 3 | RAMPAGE | P Packer 3-12-44-57 | 8031 | 2-20-03-43 |
| 4 | TAURUS | A G Lee 3-11-52-25 | 8147 | 2-20-19-54 |
| 5 | IMPROBABLE | D W Allen 3-07-09-56 | 8666 | 2-20-36-17 |
| 6 | SUPERSTAR | E A Graham 3-09-35-10 | 8410 | 2-20-36-50 |
| 7 | LOVE AND WAR | P Kurts 3-08-27-31 | 8547 | 2-20-45-05 |
| 8 | RAGAMUFFIN | S Fischer 3-07-47-16 | 8674 | 2-21-02-54 |
| 9 | QUALO III | D Parr 3-06-06-22 | 8853 | 2-21-08-50 |
| 10 | MARY BLAIR | P Riddle 3-13-04-25 | 8175 | 2-21-32-51 |
| 11 | QUEEGUE | M Dowling 3-09-16-34 | 8564 | 2-21-36-17 |
| 12 | BARNACLE BILL | D Johnstone 3-12-33-45 | 8237 | 2-21-39-14 |
| 13 | CALLIPYPE II | A Streichenberger 3-11-57-35 | 8311 | 2-21-46-44 |
| 14 | POLARIS | L H Savage 3-13-19-25 | 8205 | 2-22-00-29 |
| 15 | MATIKA | A Pearson 3-21-07-49 | 7538 | 2-22-12-05 |
| 16 | PACHA | Sir R Crichton-Brown 3-06-41-56 | 8957 | 2-22-29-25 |
| 17 | APOLLO | P Jolly 3-02-12-06 | 9541 | 2-22-47-44 |
| 18 | SKYLARK | J L Ward 4-05-17-01 | 7240 | 2-22-50-59 |
| 19 | PAPILLON | J Wright 3-17-01-24 | 8025 | 2-23-28-08 |
| 20 | TEQUILA | D Argy Whitting 3-11-09-02 | 8613 | 2-23-37-23 |
| 21 | SISKA II | Rolly Tasker 3-03-38-14 | 9614 | 3-00-43-03 |
| 22 | QUICKSILVER | B Wilson 3-19-01-53 | 7990 | 3-00-44-03 |
| 23 | ONYA OF GOSFORD | P Rysdyk 3-19-23-46 | 7972 | 3-00-51-39 |
| 24 | PILGRIM | G Evans 3-21-24-57 | 7786 | 3-00-51-47 |
| 25 | MORNING HUSTLER | R Fidock 4-04-14-30 | 7305 | 3-01-13-35 |
| 26 | VARIAG | M Henrion 4-01-09-43 | 7540 | 3-01-15-36 |
| 27 | BUSHWACKER | F D Spencer 3-22-08-55 | 7786 | 3-01-18-14 |
| 28 | RUNAWAY | I Gibbs 3-23-43-14 | 7696 | 3-01-39-59 |
| 29 | MORNING MISCHIEF | R C Halliday 4-06-16-08 | 7213 | 3-01-45-59 |
| 30 | GRANNY SMITH | W Anderson 4-09-16-22 | 7004 | 3-01-46-54 |
| 31 | MARARA | K H Flehr 4-04-20-06 | 7357 | 3-01-48-59 |
| 32 | TREVASSA | R F Duffield 3-18-33-33 | 8192 | 3-02-11-09 |
| 33 | VICTORIA | L J Abrahams 3-12-32-12 | 8099 | 3-02-27-58 |
| 34 | LOWANA II | K R & P Anderson 3-23-46-55 | 7775 | 3-02-28-13 |
| 35 | LADY JANE | L W Grant 4-01-05-58 | 7763 | 3-03-22-42 |
| 36 | KISHMUL | J C Wilson 4-02-13-09 | 7741 | 3-04-01-52 |
| 37 | PATRICE | R J Kirby 3-23-52-21 | 7932 | 3-04-02-45 |
| 38 | MARK TWAIN | R J Langman 4-01-41-56 | 7786 | 3-04-04-06 |
| 39 | HELSA | A Fisher 3-01-32-09 | 10444 | 3-04-46-03 |
| 40 | GUMBLOSSOM | P Joubert 4-14-18-06 | 7004 | 3-05-15-19 |
| 41 | BOOMAROO III | H W Findlay 4-10-02-25 | 7305 | 3-05-27-44 |
| 42 | SURAYA | K Steinman 4-07-00-14 | 7526 | 3-05-31-14 |
| 43 | KOOMOOLOO | R K Young 4-01-27-37 | 7961 | 3-05-35-17 |
| 44 | MAGGIE | J Duncanson 4-06-49-29 | 7600 | 3-06-06-47 |
| 45 | ANACONDA | J Grubic 3-19-06-19 | 8611 | 3-06-27-03 |
| 46 | RUFFIAN | J Kinsella 4-00-13-51 | 8184 | 3-06-45-19 |
| 47 | MAKARETU | N Gosson 4-01-20-05 | 8097 | 3-06-48-42 |
| 48 | MERCEDDES III | K R Farlor 4-04-44-18 | 7831 | 3-06-53-17 |
| 49 | POITREIL II | J Robson-Scott 4-10-29-33 | 7412 | 3-06-55-55 |
| 50 | AQUILA | J Park 4-13-23-27 | 7318 | 3-06-03-07 |
| 51 | KINGCURRA | G A Werner 3-23-44-09 | 8410 | 3-08-30-50 |
| 52 | DUET | J P Diamond 4-11-22-47 | 7538 | 3-08-56-50 |
| 53 | HILLFIRE | K L Turner 4-14-04-19 | 7357 | 3-09-10-40 |
| 54 | AQUARIUS | R E Francis 4-09-20-33 | 7752 | 3-09-39-41 |
| 55 | ZILVERGEEST II | A Murray 4-17-23-05 | 7249 | 3-10-11-33 |
| 56 | FRANKLIN | Royal Australian Navy 4-11-21-28 | 7682 | 3-10-28-19 |
| 57 | SIROCCO | T & P Firmstone 4-11-01-13 | 7710 | 3-10-30-45 |
| 58 | ASSEGAI | R R Rooms 4-19-16-20 | 7189 | 3-10-52-09 |
| 59 | CAROL J | J Oliver 4-12-27-39 | 7681 | 3-11-18-30 |

| | | | | |
|----|----------------|----------------------------------|------|------------|
| 60 | BINDA | A M Rundle 4-13-43-26 | 7595 | 3-11-20-59 |
| 61 | SOUNDOWNER | B Price 3-23-44-54 | 8719 | 3-11-28-58 |
| 62 | CARDINAL PUFF | P D Rundle 5-01-52-55 | 6881 | 3-11-52-00 |
| 63 | INCA | E Julian 4-03-32-12 | 8427 | 3-11-52-46 |
| 64 | WILD GOOSE | I D Russell 4-12-22-28 | 7741 | 3-11-53-32 |
| 65 | ALI BABA | B P Waldpole 4-16-04-04 | 7551 | 3-12-37-20 |
| 66 | ASTROLABE | A R Geare 5-02-17-20 | 7034 | 3-14-01-04 |
| 67 | MORNING MIST | A Neate 4-25-22-27 | 7279 | 3-14-31-42 |
| 68 | BALANDRA | Army Eastern Command 4-10-10-42 | 8239 | 3-15-28-48 |
| 69 | SEQUANA | M J Tilly 5-05-33-10 | 6973 | 3-15-32-52 |
| 70 | SOLENT | P J & R Robinson 5-05-46-30 | 6974 | 3-15-42-56 |
| 71 | BANJO PATERSON | J Jarrett 3-23-41-04 | 9205 | 3-16-05-06 |
| 72 | NIRIMBA | Royal Australian Navy 5-01-58-40 | 7246 | 3-16-23-06 |
| 73 | NUDUMSKY | L Fallshaw 5-05-43-25 | 7079 | 3-16-59-59 |
| 74 | HUSTLER | B Climo 4-05-50-36 | 8742 | 3-17-01-53 |
| 75 | OLYMPIA | C & J McDermaid 5-02-59-00 | 7331 | 3-18-09-32 |
| 76 | ASTELO | J P Walker 5-03-12-33 | 7390 | 3-19-03-05 |
| 77 | RENEGADE | D G Hogg 5-01-49-45 | 7521 | 3-19-37-40 |
| 78 | MILLUNA | T Stokoe 4-23-29-25 | 7706 | 3-20-04-45 |
| 79 | SOU WESTER | N Holman 5-11-28-15 | 7034 | 3-20-28-36 |
| 80 | BOOMERANG VIII | A M Kelso 5-06-15-44 | 7335 | 3-20-36-47 |
| 81 | NIKE | C D Davies 5-03-59-50 | 7489 | 3-20-51-41 |
| 82 | DIAMOND CUTTER | A Sweeney 5-05-45-09 | 7387 | 3-20-53-35 |
| 83 | JANZOON II | W Cavill 5-05-11-40 | 7437 | 3-21-06-25 |
| 84 | PISCES | H Lewis 4-19-45-51 | 8230 | 3-23-16-26 |
| 85 | TAWARRI | J Lewis 4-22-53-15 | 8025 | 3-23-24-26 |
| 86 | MAKULU | B Blug 5-22-42-33 | 6874 | 4-02-05-53 |
| 87 | WARANA | I Edwards & P Sturt 5-12-24-32 | 7661 | 4-05-26-18 |
| 88 | KORUMBURRA | K Boston 5-22-56-51 | 7274 | 4-07-58-48 |
| 89 | SARACEN II | J H Jamison 6-02-26-07 | 7108 | 4-08-05-10 |
| 90 | VALHALLA | D Vanderbent 5-07-41-07 | 8899 | 4-17-37-37 |

DISQUALIFIED: ALCHERINGA, RUTHEAN

DIVISION A: PROSPECT OF WHITBY

DIVISION B: RAMPAGE

DIVISION C: CEIL III

DIVISION D: SKYLARK

FASTEST TIME: HELSA 3-01-32-09

1973 WEATHER: The key to success in the 1973 Sydney to Hobart Race was to keep will to the east of the rhumbline and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout, and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor'wester, swinging to the north-west and increasing to 20 knots during the night then veering to the east and southeast on the second day. Finally it backed again to the north on the third and fourth days with gusts of up to 50 knots which hit the smaller boats with some severity, although none suffered serious damage. The fast reaching conditions enabled Helsa, Apollo and Siska all to better Ondine's previous best elapsed time.

1974

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|-----------------|--------------------------------------|-------|----------------|
| 1 | LOVE AND WAR | P Kurts 4-04-27-20 | 8503 | 3-13-25-02 |
| 2 | BUMBLEBEE 3 | J D Kahlbert 4-01-03-51 | 9044 | 3-15-47-05 |
| 3 | GRANNY SMITH | W Anderson 5-06-47-59 | 7016 | 3-16-57-46 |
| 4 | MERCEDDES III | H T Kaufman 4-12-19-13 | 8236 | 3-17-12-46 |
| 5 | FANTASY RAG | J Musgrove 4-08-53-02 | 8604 | 3-18-14-32 |
| 6 | APOLLO III | A Bond 4-02-58-56 | 9125 | 3-18-19-16 |
| 7 | VICTORIA | L J Abrahams 4-16-36-36 | 8064 | 3-18-48-31 |
| 8 | PATRICE III | R J Kirby 4-09-30-22 | 8613 | 3-18-52-21 |
| 9 | TAURUS | A M Kelso 4-16-34-59 | 8078 | 3-18-56-40 |
| 10 | KOOMOOLOO | R K Young 4-18-42-19 | 7931 | 3-18-58-22 |
| 11 | NUDUMSKY | L Fallshaw 5-08-08-07 | 7101 | 3-18-59-21 |
| 12 | ONDINE III | S A Long 3-13-51-56 | 10642 | 3-19-22-41 |
| 13 | POLARIS | L H Savage 4-17-01-41 | 8067 | 3-19-24-20 |
| 14 | POITREIL III | J Robson-Scott 5-04-58-57 | 7353 | 3-19-53-59 |
| 15 | APOLLO | W Rooklyn 4-00-52-48 | 9521 | 3-20-14-22 |
| 16 | BALLYHOO | J Rooklyn 4-16-52-21 | 10426 | 3-20-39-31 |
| 17 | APPALOOSA | R T Spence 5-07-33-34 | 7265 | 3-20-40-19 |
| 18 | BACARDI | R J Gould & W H Rookliffe 4-18-37-33 | 8095 | 3-20-47-23 |
| 19 | NIKE | C D Davies 5-12-59-54 | 7431 | 3-20-47-32 |
| 20 | GUMBLOSSOM | P N Joubert 5-04-52-54 | 6990 | 3-20-57-57 |
| 21 | ZILVERGEEST III | A J Murray 5-08-05-38 | 7263 | 3-21-02-04 |
| 22 | MATIKA II | A Pearson 5-04-55-07 | 7488 | 3-21-32-21 |
| 23 | ALI BABA | B P Waldpole 5-04-05-45 | 7556 | 3-21-46-01 |
| 24 | SUPERSTAR | K Farlor 4-16-59-20 | 8328 | 3-22-06-50 |
| 25 | DUET | J P Diamond 5-05-50-28 | 7484 | 3-22-10-46 |
| 26 | DOROTHY II | E W Wall-Smith 5-09-13-29 | 7308 | 3-22-26-14 |
| 27 | BALANDRA | Army Eastern Command 4-19-56-14 | 8147 | 3-22-27-14 |
| 28 | BRUTTA FACCIA | G Fornaro 5-02-16-15 | 7742 | 3-22-39-43 |
| 29 | HUON CHIEF | K O Calvert 5-02-04-24 | 7763 | 3-22-45-56 |
| 30 | MARK TWAIN | R J Langman 5-03-35-40 | 7681 | 3-22-55-59 |
| 31 | BINDA | A M Rundle 5-05-49-16 | 7546 | 3-22-56-41 |
| 32 | LILLOPOP | W H Kline & T Miller 5-15-30-11 | 7016 | 3-23-04-08 |
| 33 | PANDORA | J Miles 5-01-01-29 | 7866 | 3-23-13-53 |
| 34 | WILD GOOSE | I D Russell 5-05-55-44 | 7638 | 4-00-11-04 |
| 35 | PINTADO | E H Wilson 5-13-31-12 | 7224 | 4-00-27-17 |
| 36 | BRUMBY | P J & R S Robinson 5-15-30-11 | 7127 | 4-00-43-13 |
| 37 | ANTAGONIST | R F Hickman 5-02-56-57 | 7898 | 4-00-50-31 |
| 38 | BUSHWACKER | F Spence 5-04-56-00 | 7774 | 4-01-07-23 |
| 39 | ONYA OF GOSFORD | P Rysdyk 5-16-52-25 | 7101 | 4-01-10-13 |
| 40 | WILLI WILLI | J Hawley 4-18-05-18 | 8529 | 4-01-18-22 |
| 41 | PEGASUS | G R Snow 5-06-43-49 | 7688 | 4-01-25-49 |
| 42 | RUFFIAN | J Kinsella 5-01-03-50 | 8085 | 4-01-52-49 |
| 43 | CORROBOREE | G Hutchinson 5-07-33-43 | 7703 | 4-02-15-40 |
| 44 | ANACONDA | H R Ellis 4-19-32-44 | 8540 | 4-02-40-33 |
| 45 | SAVANT | K L Cox 4-22-37-00 | 8325 | 4-02-44-54 |
| 46 | CAVELIER I | J P Parridge 5-21-35-35 | 6987 | 4-02-55-52 |
| 47 | HUSTLER | P Bates & B Climo 4-18-37-25 | 7969 | 4-02-58-17 |
| 48 | AVALLON | E J Slight 5-06-28-58 | 7969 | 4-04-47-38 |
| 49 | BUSCANEER | T E Clark 4-00-24-54 | 10467 | 4-05-00-50 |
| 50 | CONQUISTA | J P Rochford 5-22-23-07 | 7101 | 4-05-06-47 |
| 51 | CORDON BLEU | J Violet 5-10-51-49 | 7422 | 4-05-18-52 |
| 52 | SARACEN II | J H Jamison 6-00-51-51 | 7096 | 4-06-25-02 |
| 53 | HELSA | A Fisher 4-00-50-43 | 10672 | 4-07-21-12 |
| 54 | TREVASSA | F R Duffield 5-10-19-55 | 8063 | 4-09-05-12 |
| | | | | |

| | | | |
|-------------------------|------------------------|------|------------|
| 97 SILHOUETTE | J K Rae 5-03-03-45 | 7956 | 3-21-28-42 |
| 98 ANTONANG | R F Hickman 3-16-54-11 | 7826 | 2-21-34-32 |
| 99 BOOMERANG OF BELMONT | A G Burgin 0-26-20-20 | 8533 | 2-20-38-19 |

DIVISION A: CORINTHIAN

DIVISION B: RAMPAGE

DIVISION C: PIED PIPER

DIVISION D: FAIR DINKUM

FASTEST TIME: KIALOA 2-14-36-56

RETIRED: MATIKA II, SAVANT, ZILVERGEEST III

1975 WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15 to 20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30kts which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast fun. No less than nine yachts lifted their skirts and beat Hells! a previous record.

| PI YACHT | Elapsed Time | TCF | Corrected Time |
|--------------------|----------------------------------|-------|----------------|
| 1 PICCOLO | J Pickles 05-30-15 | 7857 | 3-07-45-07 |
| 2 ROCKIE | P & R Kingston 4-07-30-12 | 7774 | 3-06-27-49 |
| 3 RAGAMUFFIN | S Fischer 3-21-49-58 | 8638 | 3-09-03-10 |
| 4 LOVE AND WAR | P Kurts 3-23-54-39 | 8469 | 3-09-13-37 |
| 5 BACARDI | R Gould & W Rockliffe 4-06-10-44 | 7966 | 3-09-23-45 |
| 6 NATELLE TWO | N S Girdis 4-03-28-25 | 8190 | 3-09-28-06 |
| 7 PATRICE III | R J Kirby 3-23-45-16 | 8537 | 3-09-44-44 |
| 8 DYNAMITE | P Smith 4-05-18-03 | 8114 | 3-10-11-24 |
| 9 APOLLO II | R Thurston 4-01-15-25 | 8468 | 3-10-21-26 |
| 10 RUFFIAN | J Kinsella 4-07-36-32 | 8021 | 3-10-42-13 |
| 11 CHAUVINIST | J Wareham 4-23-07-07 | 8975 | 3-11-08-36 |
| 12 QUEEQUEG | P Belidding 4-03-31-31 | 8401 | 3-11-36-40 |
| 13 GHOST | K & R Barry-Cotter 4-16-35-40 | 7442 | 3-11-47-34 |
| 14 MULLOKA | C J Wilkinson 4-20-40-39 | 7223 | 3-12-16-34 |
| 15 APOLLO | W Rockliffe 3-17-16-40 | 8468 | 3-12-31-42 |
| 16 BALLYHOO | J Rockliffe 3-07-59-26 | 10573 | 3-12-34-26 |
| 17 DIAMOND CUTTER | A Sweeney 4-13-42-78 | 7110 | 3-12-35-20 |
| 18 HOT PROSPECT II | Heuchmer Everitt 4-13-01-20 | 7763 | 3-12-38-02 |

| | | | |
|--------------------|----------------------------------|------|------------|
| 19 LOTS WIFE | R Montgomery 5-01-57-47 | 8962 | 3-12-54-38 |
| 20 TAURUS | A M Ketslo 4-10-48-57 | 7966 | 3-13-05-22 |
| 21 RAMPAGE | E N Fuller 4-11-30-14 | 7924 | 3-13-11-10 |
| 22 ANTAGONIST | R G Hickman 4-14-38-30 | 7701 | 3-13-12-19 |
| 23 MATIKA III | A G Lee 4-03-58-40 | 8529 | 3-13-16-16 |
| 24 GERONIMO | R A Lee 4-09-44-10 | 8074 | 3-13-22-17 |
| 25 WAINU IV | R H Cawse 4-13-51-49 | 7774 | 3-13-24-29 |
| 26 INVINCIBLE | A T Clutton 4-14-02-25 | 7763 | 3-13-25-27 |
| 27 MERCEDES III | R H Fidock 4-14-12-40 | 7752 | 3-13-26-06 |
| 28 KESTREL | P H Winkless 4-14-06-01 | 7774 | 3-13-34-44 |
| 29 HUON CHIEF | H D Calvert 4-14-40-20 | 7752 | 3-13-47-35 |
| 30 BRER FOX | R W Jackson 4-14-14-18 | 7790 | 3-13-55-51 |
| 31 RICOCHET II | G L Finlay 5-00-12-47 | 7199 | 3-14-32-29 |
| 32 ZILVERGEEST III | A J Murray 5-00-21-38 | 7234 | 3-15-04-08 |
| 33 MATIKA II | Roxburgh Partners 4-20-59-54 | 7442 | 3-15-04-13 |
| 34 BRUMBY | R & R Robinson 5-02-58-52 | 7688 | 3-15-10-08 |
| 35 VITTRORIA | L J Abrahams 4-12-32-57 | 8064 | 3-15-32-03 |
| 36 SARACEN II | J H Jamison 5-04-39-25 | 7036 | 3-15-42-31 |
| 38 DANCING MOUSE | G McGarry 4-22-34-34 | 7442 | 3-16-13-10 |
| 39 LEDA | N E Gosson 3-23-40-29 | 9232 | 3-16-19-37 |
| 40 RUTHELSS | P Hill 4-17-29-03 | 7784 | 3-16-20-10 |
| 41 CHAOS | R T Spence 4-17-41-02 | 7774 | 3-16-22-40 |
| 42 BALANDRA | W R Carpenter 4-13-45-50 | 8079 | 3-16-40-42 |
| 43 THUNDERBOLT | L P Harding 5-04-27-58 | 7152 | 3-17-01-05 |
| 44 PINTADO | E Wilson 5-04-36-27 | 7154 | 3-17-08-39 |
| 45 VANESSA | B K Jaggard 5-08-18-42 | 8962 | 3-17-19-50 |
| 46 MERCEDES IV | M E Braham 4-13-33-57 | 8236 | 3-18-14-18 |
| 47 SUNDANCE | D Smith 5-10-57-29 | 9987 | 3-19-30-01 |
| 48 BANJO PATERSON | J Jarrett 4-05-42-25 | 9064 | 3-20-11-14 |
| 49 BINDA | I D Ritchie 5-03-09-21 | 7494 | 3-20-17-36 |
| 50 SARNIA | P Rae 5-06-16-51 | 7240 | 3-20-52-31 |
| 51 ARTEMIS | D J Millikan 5-12-23-15 | 7075 | 3-21-39-51 |
| 52 LANDFALL | K Elliott 5-02-44-50 | 7699 | 3-22-30-11 |
| 53 HI-JACQUE | J Violet 5-02-11-22 | 7572 | 3-22-43-17 |
| 54 ICTHUS | R P Debridge 5-10-27-49 | 7290 | 3-23-06-29 |
| 55 ANITRA MAY | R Walters 4-23-54-25 | 7955 | 3-23-23-10 |
| 56 WILD GOOSE | I D Russell 5-06-21-30 | 7576 | 3-23-43-45 |
| 57 FREEDOM | C T Martin 5-08-21-21 | 7461 | 3-23-45-59 |
| 58 QUASAR | B J Sutherland 4-13-58-54 | 8998 | 4-01-40-29 |
| 59 ANAONDA II | J Grubic 3-22-29-37 | 9421 | 4-02-28-18 |
| 60 OBSESSION | B Andrew 4-21-09-33 | 8477 | 4-03-18-57 |
| 61 NIRIMBA | Royal Australian Navy 5-18-45-03 | 7176 | 4-03-34-03 |
| 62 CARMEN | K Bourke 6-00-26-00 | 6920 | 4-03-56-52 |
| 63 NAND II | R O Chapman 5-13-55-53 | 7514 | 4-04-38-10 |
| 64 WILLI WILLI | J Goddard 5-03-41-35 | 8290 | 4-06-32-30 |
| 65 SCARLET | L F Job 5-21-51-49 | 7236 | 4-06-39-09 |
| 66 ANNA DRIE | J Krop 5-06-24-40 | 8162 | 4-07-10-36 |
| 67 QUEST | R Cruikshank 5-07-02-17 | 8152 | 4-07-33-41 |
| 68 ADRIA AUSTRALIS | A Harry 5-04-05-18 | 8375 | 4-07-55-26 |
| 69 JINDIVIK | H Bohli 6-00-25-26 | 7308 | 4-09-32-42 |
| 70 NJUMI | R B Grenda 5-09-25-49 | 7171 | 3-20-48-52 |

TWO TON DIVISION: NATELLE TWO

ONE TON DIVISION: ROCKIE

THREE QUARTER TON DIV: GHOST

HALF TON DIVISION: CHAUVINIST

DIVISION A: RAGAMUFFIN

DIVISION B: PICCOLO

DIVISION C: GHOST

DIVISION D: CHAUVINIST

FASTEST TIME: BALLYHOO 3-07-59-26

RETIRED: AZTEC, BETULA, CORDON BLEU, KINTAMA, LOLLIOPOP, LYNDAL, MELTEM, MELTEM, POLARIS, PROVIDENCE, ROGUE, SHENANDOAH, SMILIE, STORM BAY, TREVASA, WOFITAM IV

1976 WEATHER: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots

most of the day turning to SW 5-10 knots during the night. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and breeze was still W at 30 knots. Later in the day some boat finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W, while in the afternoon it moved to the SE at 15 knots. By the morning on the 31st there were 37 yachts in with the others experiencing light and variable winds. In all a record 15 boats retired in this toughest race since 1970.

| PI YACHT | Elapsed Time | TCF | Corrected Time |
|---------------------------|------------------------------------|-------|----------------|
| 1 KIALOA | J B Kilroy 3-10-14-09 | 10454 | 3-13-58-10 |
| 2 RAGAMUFFIN | S Fischer 4-06-29-42 | 8596 | 3-16-06-17 |
| 3 WINDWARD PASSAGE | F Johnson 3-12-39-00 | 10435 | 3-16-19-56 |
| 4 LOLLIOPOP | P Kline & J Miller 5-15-39-10 | 6931 | 3-22-01-15 |
| 5 NATELLE II | N S Girdis 4-19-26-52 | 8162 | 3-22-13-43 |
| 6 BRER FOX | R W Jackson 5-02-35-06 | 7711 | 3-22-31-50 |
| 7 JENNY V | Jenny H Syndratt 5-01-48-48 | 7774 | 3-22-43-52 |
| 8 ANTAGONIST | R F Hickman 5-02-40-47 | 7732 | 3-22-51-21 |
| 9 PICCOLO | J Pickles 5-02-06-18 | 7774 | 3-22-55-28 |
| 10 APOLLO | J Rockliffe 4-05-33-04 | 9391 | 3-23-22-00 |
| 11 PINTA | W Illrucky 4-20-17-54 | 8218 | 3-23-34-27 |
| 12 ZILVERGEEST III | A J Murray 5-13-06-04 | 7193 | 3-23-44-23 |
| 13 DYNAMITE 2 | P S Smith 4-20-32-05 | 8236 | 3-23-45-30 |
| 14 DAMEL | W A Currie 5-02-21-29 | 7846 | 4-00-00-08 |
| 15 RAMPAGE | E N Fuller 5-02-11-47 | 8260 | 4-00-02-47 |
| 16 WINSOME 77 | D D May 4-20-54-25 | 8218 | 4-00-04-27 |
| 17 FARRAWA | B G Campbell 4-20-31-21 | 8464 | 4-00-05-04 |
| 18 AQUILA | B Edmunds & J Aitken 5-14-39-02 | 7136 | 4-00-05-12 |
| 19 SWEENEY TODD | D W Bellamy 5-16-58-58 | 7066 | 4-00-06-26 |
| 20 NYAMBA | J G Hardy 4-21-35-45 | 8181 | 4-00-12-19 |
| 21 NITRO | G & R Edgerton 4-21-04-12 | 8236 | 4-00-25-08 |
| 22 LOVE AND WAR | P Kurts 4-20-02-10 | 8333 | 4-00-41-34 |
| 23 VITTRORIA | L J Abrahams 5-12-22-23 | 7933 | 4-01-04-43 |
| 24 HUMDINGER | W B Norton 5-20-06-31 | 8933 | 4-01-08-14 |
| 25 BARNACLE BILL | J & D Dirkson 5-01-05-52 | 6045 | 4-01-25-23 |
| 26 APOLLO II | R & I Thurston 4-20-29-29 | 8375 | 4-01-33-42 |
| 27 DYNAMITE | R E Walters 5-00-29-16 | 8114 | 4-01-45-50 |
| 28 PERIE BANOU | J & C Sanders 5-14-43-33 | 7271 | 4-02-05-38 |
| 29 WHISPERS OF WELLINGTON | G R Stagg 5-02-13-19 | 8027 | 4-02-06-27 |
| 30 DANCING MOUSE | C C McGarry 5-13-19-37 | 7353 | 4-02-07-09 |
| 31 BACARDI | J Gould 5-03-55-21 | 7933 | 4-02-18-28 |
| 32 GOLDEN EAGLE | J W Granger 5-06-28-35 | 7744 | 4-02-19-22 |
| 33 KESTREL | R H Fidock 5-07-33-27 | 7752 | 4-02-29-42 |
| 34 CONCUBINE | J Mc Tarriff 5-12-31-30 | 7442 | 4-02-37-30 |
| 35 MERINDA | A G Taylor 5-21-47-23 | 8962 | 4-02-42-50 |
| 36 MERCEDES III | A T Clutton 5-07-57-27 | 7730 | 4-02-54-40 |
| 37 MARTINE | P K Goidor 5-23-49-56 | 8877 | 4-02-54-47 |
| 38 FARR OUT | E Vidor 5-07-30-51 | 7763 | 4-02-59-21 |
| 39 KNOCKOUT | Sir Max Alken 5-01-19-04 | 8181 | 4-03-15-05 |
| 40 BRUMBY | P & R Robinson 5-22-48-43 | 6990 | 4-03-49-31 |
| 41 PANDORA II | M W D Phillips 5-02-19-01 | 8179 | 4-04-02-35 |
| 42 VARIAG | M Heron 5-16-24-18 | 7380 | 4-04-40-01 |
| 43 BILLABONG | P N Joubert 5-14-55-21 | 7465 | 4-04-43-10 |
| 44 BLUE MOON | W Anderson 5-12-32-47 | 7628 | 4-05-06-23 |
| 45 BRAVURA | I Loube 4-19-20-03 | 8768 | 4-05-07-30 |
| 46 PATRICE III | R J Kirby 4-16-22-29 | 8554 | 4-05-07-31 |
| 47 MULBERRY | M Lovett 6-04-53-02 | 8987 | 4-05-40-22 |
| 48 STREAKER | R H Cawse 5-12-23-45 | 7681 | 4-05-41-36 |
| 49 WAINU IV | J Garner 4-07-00-13 | 8041 | 4-06-07-25 |
| 50 POLARIS | L H Savage 5-06-27-55 | 8086 | 4-06-15-35 |
| 51 MIKO | D Burditt 6-03-14-59 | 6959 | 4-06-28-16 |
| 52 THUNDERCLOUD | D Hogg & A Stewart 5-13-10-32 | 7171 | 4-06-57-29 |
| 53 CHAOS | R T Spence 5-12-27-55 | 7774 | 4-06-58-43 |
| 54 SHENANDOAH | J R Charody 6-05-10-30 | 6959 | 4-07-48-39 |
| 55 BANG BANG | D W Baxter 5-13-09-51 | 7815 | 4-08-04-04 |
| 56 APOLLO III | A Bond 4-20-26-58 | 8965 | 4-08-23-49 |
| 57 LOTS WIFE | R S Montgomery 6-08-45-15 | 6933 | 4-09-54-16 |
| 58 LEDA | N Gosson 4-20-59-00 | 9121 | 4-10-42-02 |
| 59 MANU KAI | J W B 5-20-08-32 | 7628 | 4-10-54-02 |
| 60 ROGUE | V D Emilio 5-20-24-15 | 7681 | 4-11-50-40 |
| 61 ANNA DRIE | H J Kropp 5-15-37-01 | 8031 | 4-12-54-50 |
| 62 ANAONDA II | Aust. Army Sailing Assn 4-10-23-27 | 10291 | 4-13-08-38 |
| 63 MELTEM | B C Psaltis 4-17-46-55 | 8154 | 4-16-20-51 |
| 64 THYACINE | J W Burton 6-08-36-00 | 7364 | 4-16-22-29 |
| 65 SECOND LADY | G Scherwinski 6-08-44-25 | 7477 | 4-18-12-14 |
| 66 FIREBALL II | M Bayless 5-17-43-35 | 8537 | 4-21-34-37 |
| 67 FREANDA | J A Carr 5-15-13-57 | 9051 | 5-02-23-56 |
| 68 BREADFRUIT | R Sill 5-14-42-38 | 7442 | 4-04-15-06 |
| 69 NIRIMBA | Royal Australian Navy 7-23-05-09 | 7186 | 5-17-18-51 |
| 70 QUEEQUEG | G R Young 5-01-19-04 | 8375 | 4-05-27-51 |

DISQUALIFIED: CORDON BLEU, VANESSA

FASTEST TIME: KIALOA 3-10-14-09

DIVISION A: KIALOA

DIVISION B: BRER FOX

DIVISION C: ZILVERGEEST III

DIVISION D: LOLLIOPOP

RETIRED: APALIE, APHRODITE, ARIES, ASSEGAII, AVALON, AZTEC, B-ONE, NINE-FIVE, BELLMAN, BETULA, BINDA, CASABLANCA, CHAUVINIST, DORADO, FAIR DINKUM, FARR, FETCHED, GERONIMO, GIDGEE, GUMBLOSSOM, HEGATE, HELSAL, HERCULES, HI-JACQUE, IMOGENE, JISUMA, LOWANA II, MARGARET, RINTOUL II, MATIKA II, MEKIM SAV, MERCEDES V, MERIKI, MOONBIRD, MULLOKA, MYSTIC, SEVEN, NUDMSKY, NIRE, LOWA, PANDORA TWO, PENANOD, PHANTOM, QUEST, RHYTHM, RUN, RUNNER, RUTHELSS, SILVER SHAMROCK II, SMIR-NOZZ, AGEN, SOUTHERN COMFORT II, SPANKER, SUNBURST, SUPERSTAR, SUFFLE, BUBBLE, TAURUS, THE HUM, THE STING, THUNDERBOLT, WAINU IV, WHITE POINTER, WILLI WILLI, WIMAWAY, WINSTON CHURCHILL, XAVIERA

1977 WEATHER: The race started in light E at 5 knots, turning later to NE 10 knots, fading to a very light SSE overnight. On the second morning the fleet had 20 knots with yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By the evening 18 boats had retired. By early on 28th a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots seas rough. At night it swung to SW 25-35knts. On the 29th the wind eased to S 12 knots and stayed at this for the day. Retirements had reached 55. The 30th brought 5-10 knots SE, turning to a light NE. Calm-to-light conditions plagued the tail-enders although some struck a short 85 knot squall on Jan 1

| PI YACHT | Elapsed Time | TCF | Corrected Time |
|-----------------------|-------------------------------|------|----------------|
| 1 LOVE AND WAR | P Kurts 4-04-45-43 | 8358 | 3-12-13-00 |
| 2 MARGARET RINTOUL II | S R Edwards 4-03-34-39 | 8499 | 3-12-37-51 |
| 3 CONSTELLATION | J W Garner 4-04-08-15 | 8613 | 3-14-14-54 |
| 4 STREAKER | B C Ryan 4-22-42-34 | 7660 | 3-18-55-53 |
| 5 MATIKA II | A Pearson 5-06-32-00 | 7335 | 3-20-48-43 |
| 6 APOLLO | J Rockliffe 4-02-23-24 | 9458 | 3-21-03-26 |
| 7 PEACOCK | K W & R M H Adams 5-10-52-00 | 7127 | 3-21-16-07 |
| 8 DECEPTION | D Hankin 4-22-39-34 | 7877 | 3-21-28-04 |
| 9 SINNERMAN | G D Finchett 5-10-33-00 | 7174 | 3-21-39-23 |
| 10 BILLABONG | P N Joubert 5-07-49-00 | 7454 | 3-23-15-49 |
| 11 CASABLANCA | K Page 4-04-26-52 | 9503 | 3-23-27-19 |
| 12 HUON CHIEF | H D Calvert 5-05-26-00 | 7628 | 3-23-40-49 |
| 13 DIAMOND CUTTER | A Sweeney 5-06-04-00 | 7597 | 3-23-46-22 |
| 14 VITTRORIA | L J Abrahams 5-01-23-13 | 7910 | 4-00-01-01 |
| 15 ANTAGONIST | R F Hickman 5-05-45-00 | 7638 | 4-00-02-52 |
| 16 CORDON BLEU | K Dorrell 5-09-15-00 | 7449 | 4-00-16-41 |
| 17 VANGUARD | R H Cawse 5-01-26-40 | 7928 | 4-00-16-52 |
| 18 WESTERN MORNING | D W Blamey & P R S 4-15-46-00 | 7163 | 4-00-39-09 |
| 19 THUNDERBOLT | L P Harding 5-15-04-00 | 7167 | 4-00-48-08 |
| 20 BRER FOX | R W Jackson 5-06-38-00 | 7649 | 4-0 |

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|-----|----------------------|------------------------------------------|-------|----------------|
| 1 | SCREW LOOSE | R J Cumming 4:12-54.38 | 6934 | 3:03-31.06 |
| 2 | WHEEL BARROW | I C Tringham 4:12-59.13 | 6934 | 3:03-34.41 |
| 3 | APALIE | Apalae Syndicate 4:13-05.61 | 6931 | 3:03-36.55 |
| 4 | SHENANDOAH | J R Charody 4:13-33.32 | 6902 | 3:03-37.03 |
| 5 | QUINTAL | H C Knoop 4:13-19.50 | 6962 | 3:04-06.57 |
| 6 | NIRE LOWA | A T Floyd 4:14-15.23 | 6902 | 3:04-26.38 |
| 7 | MERINDA | G Taylor 4:15-43.02 | 6918 | 3:04-56.24 |
| 8 | CHAUVINIST | P Winkler 4:15-47.39 | 6902 | 3:05-09.37 |
| 9 | ZILVERGEEST III | J Murray 4:12-17.34 | 7133 | 3:05-11.42 |
| 10 | MORNING HUSTLER | J H Howell 4:12-51.00 | 7133 | 3:05-38.33 |
| 11 | THUNDERBOLT | L P Harding 4:13-06.18 | 7137 | 3:05-52.25 |
| 12 | QUETZAL | P North 4:13-05.51 | 7139 | 3:05-53.04 |
| 13 | CHERRY CHEER | P Atrill 4:17-37.38 | 6863 | 3:05-58.56 |
| 14 | LILLOPO | I Millar 4:17-31.56 | 6874 | 3:06-02.31 |
| 15 | BUMBLEBEE 4 | J D Kahntzer 3:01-45.52 | 10628 | 3:06-23.48 |
| 16 | GHOST TOO K Roxburgh | C Graham & 4:11-40.13 | 7293 | 3:06-31.26 |
| 17 | W Hoare | | | |
| 18 | PIMPERNEL | H J Holland 4:14-06.47 | 7145 | 3:06-40.32 |
| 19 | RUS N BOOTS | H Boot 4:12-55.59 | 7234 | 3:06-48.07 |
| 20 | RELENTLESS | P Hankin 4:05-16.58 | 7784 | 3:06-50.18 |
| 21 | CHANCE | W & J Rice 4:12-14.17 | 7293 | 3:06-56.16 |
| 22 | ZEUS II | J R Dunstan 4:18-32.09 | 6899 | 3:07-01.06 |
| 23 | BLUE MOVES | B A Moore 4:12-02.59 | 7316 | 3:07-16.07 |
| 24 | TINA TWO | K V Dyer 4:18-56.12 | 6902 | 3:07-19.45 |
| 25 | AURIGA | M P Stubbing 4:14-07.36 | 7238 | 3:07-42.34 |
| 26 | BELITA IV | D R Anderson 4:13-30.09 | 7288 | 3:07-48.19 |
| 27 | SGIAN DUBH | R W Lean 4:15-09.15 | 7186 | 3:07-52.31 |
| 28 | VANGUARD | R H Cawse 4:04-56.43 | 7918 | 3:07-55.44 |
| 29 | BRUMBY | P & R Robinson 4:19-20.36 | 6934 | 3:07-58.42 |
| 30 | BILLABONG | P N Joubert 4:12-38.41 | 7364 | 3:08-00.21 |
| 31 | HECATE | D Smith 4:12-48-27 | 7357 | 3:08-02.58 |
| 32 | REVENGE | W J Tedman 4:14-09-51 | 7271 | 3:08-06.01 |
| 33 | SPIDER | P H I Green 4:13-20-10 | 7391 | 3:08-08.36 |
| 34 | SENDER | D Currie 4:12-26-02 | 7391 | 3:08-08.36 |
| 35 | SECOND LADY | G Scherwink 4:12-48-23 | 7369 | 3:08-10-45 |
| 36 | WATHARA II | E J C & R E C Stopp 4:12-18-12 | 7410 | 3:08-15-09 |
| 37 | WIMAWAY | A Barry 4:12-55-58 | 7375 | 3:08-20-16 |
| 38 | ORANI | W G P Read 4:12-14-15 | 7435 | 3:08-27-10 |
| 39 | SMACKWATER JACK | P Whiting 4:06-56-45 | 7846 | 3:08-46-16 |
| 40 | DECEPTION | J H Bleakley 4:06-58-12 | 7846 | 3:08-47-24 |
| 41 | BIG SCHOTT | A Pearson 4:03-49-17 | 8119 | 3:09-03-06 |
| 42 | HUON CHIEF | H D Cavers 4:10-49-41 | 7597 | 3:09-09-26 |
| 43 | MARIA | M Preston & K Kelly 4:12-46-24 | 7463 | 3:09-10-39 |
| 44 | HERCULES | M H C M & S P Will 4:12-51-02 | 7520 | 3:09-11-25 |
| 45 | MYSTIC SEVEN | N D Chidgey 4:12-51-42 | 7452 | 3:09-13-57 |
| 46 | VIVACIOUS | A Brown 4:22-09-08 | 6877 | 3:09-15-11 |
| 47 | MIKO | D Buttrill 4:21-39-34 | 6915 | 3:09-21-41 |
| 48 | CAV | S Parnell 4:16-39-19 | 7225 | 3:09-23-36 |
| 49 | JEDAKA | H Kuhn 4:13-44-42 | 7420 | 3:09-25-50 |
| 50 | SHOGUN | B Sutton 4:03-26-25 | 8190 | 3:09-26-29 |
| 51 | SWEET CAROLKINE | M W D Phillips 4:03-00-29 | 8246 | 3:09-38-31 |
| 52 | BINDA | I D Ritchie 4:14-12-13 | 7410 | 3:09-39-39 |
| 53 | SAGITTA | B & W Heitler 4:17-08-37 | 7222 | 3:09-42-44 |
| 54 | SHENANDOAH | R A White 4:12-19-20 | 7546 | 3:09-44-23 |
| 55 | SOLANDRA | P W Escott 4:22-32-59 | 6911 | 3:09-55-46 |
| 56 | THE STING | M R Rundle 4:10-48-07 | 7680 | 3:10-01-26 |
| 57 | LOWANA II | D Millikan 4:13-00-58 | 7552 | 3:10-02-04 |
| 58 | GARLIC PRAWN | P E Glyn & R W Steel 4:15-37-22 | 7533 | 3:10-04-34 |
| 59 | IMPETUOUS | G R Lambert & J Crisp 4:04-34-46 | 8171 | 3:10-11-00 |
| 60 | CHRISTINA | P W H Woodruff 4:12-51-06 | 7555 | 3:10-14-14 |
| 61 | CALLALA | R K Birtles 4:12-45-38 | 7579 | 3:10-25-46 |
| 62 | PRIORITY | J Pryor 4:10-23-57 | 7753 | 3:10-35-51 |
| 63 | MARIONETTE | C A F Dunne 4:00-32-37 | 8580 | 3:10-50-03 |
| 64 | WHITE POINTER | K L Cuming 4:10-50-45 | 7763 | 3:10-56-39 |
| 65 | MERCEDIS III | A T Clutton 4:12-16-15 | 7665 | 3:10-59-22 |
| 66 | MARK TWAIN | E Jones 4:13-00-19 | 7615 | 3:11-00-27 |
| 67 | NEW BEACH ROAD | D C Booth 4:11-23-30 | 7728 | 3:11-06-29 |
| 68 | RAGAMUFFIN | S Fischer 4:01-46-12 | 8500 | 3:11-08-01 |
| 69 | CHAOS | D Letich 4:10-26-12 | 7831 | 3:11-21-01 |
| 70 | KAILUANI | S C Lovell 4:18-49-29 | 7264 | 3:11-24-31 |
| 71 | MERCEDIS V | H James 4:05-57-28 | 8151 | 3:11-24-41 |
| 72 | QUEST | R Cruckshank 4:13-15-43 | 7636 | 3:11-25-56 |
| 73 | NIRIMBA | Royal Australian Navy 4:19-12-35 | 7247 | 3:11-29-32 |
| 74 | PICCOLO | J Pickles 4:10-13-56 | 7857 | 3:11-34-22 |
| 75 | FLIGHT | G B Lambie 4:18-06-30 | 7323 | 3:11-35-09 |
| 76 | NYAMBA | J G Hardy 4:05-44-53 | 8218 | 3:11-36-57 |
| 77 | DIAMOND CUTTER | A Sweeney 4:12-02-02 | 7742 | 3:11-38-23 |
| 78 | FARR OUT | E Vidor 4:10-22-55 | 7620 | 3:11-43-21 |
| 79 | WOTAM | B J Milner 4:13-19-16 | 7659 | 3:11-43-43 |
| 80 | KOAMARU | B A Jamar 4:11-22-17 | 7799 | 3:11-44-20 |
| 81 | PATRICE III | O MacMillan 4:03-49-05 | 8392 | 3:11-46-02 |
| 82 | APOLLO II | R & I Thurston 4:03-20-09 | 8436 | 3:11-47-58 |
| 83 | QUICKSILVER | P D Lamont 4:11-45-34 | 7777 | 3:11-48-16 |
| 84 | LUPUS | W A Schiffer 4:17-41-47 | 7380 | 3:11-51-30 |
| 85 | YEOAMN XXI | R A Aisher 4:01-46-14 | 8580 | 3:11-53-13 |
| 86 | FURIABO | Y Sasamoto & T Tomika 4:05-13-09 | 8291 | 3:11-55-14 |
| 87 | BACARDI | J Goid 4:03-45-06 | 8425 | 3:12-02-25 |
| 88 | SUNBURST | R K Young 4:06-26-56 | 8246 | 3:12-11-26 |
| 89 | STAR WARS | B R Button 4:11-22-46 | 8444 | 3:12-13-43 |
| 90 | MARDI GRAS | Farmyard Syndicate 4:11-22-52 | 7860 | 3:12-24-05 |
| 91 | FARRAWA | B G Campbell 4:05-08-53 | 8346 | 3:12-25-06 |
| 92 | CHICK CHACK | M L Dykes 4:12-50-06 | 7781 | 3:12-41-04 |
| 93 | SALACIA II | A W Byrne 4:03-15-17 | 8536 | 3:12-43-25 |
| 94 | CHALLENGE | L J Abrahams 4:04-24-31 | 8443 | 3:12-46-29 |
| 95 | INVINCIBLE | D Bienfeldt 4:12-24-25 | 7821 | 3:12-47-06 |
| 96 | DAMEL | W A J Crisp 4:12-21-49 | 7831 | 3:12-51-34 |
| 97 | PIRRA | S Shield 4:18-16-42 | 7431 | 3:12-55-12 |
| 98 | BORN FREE | J H & C D Howell 4:12-18-35 | 7844 | 3:12-57-29 |
| 99 | SUPERSTAR | K Farlor 4:03-18-24 | 8563 | 3:13-02-10 |
| 100 | BILZARD | E Jue 4:00-24-52 | 8831 | 3:13-08-36 |
| 101 | RIVAL | T Seccombe 4:23-03-19 | 7453 | 3:13-11-02 |
| 102 | NEW MORNING | T Hewson 4:11-53-36 | 7901 | 3:13-14-47 |
| 103 | CONDOR OF BERMUDA | R Bell 3:08-02-58 | 10667 | 3:13-23-19 |
| 104 | SISKA | R Tasker 3:08-06-53 | 10663 | 3:13-30-19 |
| 105 | POLARIS | L H Stanford 4:11-23-16 | 7977 | 3:13-39-47 |
| 106 | TARQUIN | J A Stanford 4:22-44-42 | 7241 | 3:13-58-59 |
| 107 | GRANNY APPLE | Whispers Syndicate 4:11-31-57 | 7998 | 3:14-00-16 |
| 108 | GOONDOOLOO | P & B Young 4:18-32-10 | 7510 | 3:14-00-59 |
| 109 | RIMFIRE | E W Wall-Smith 4:07-09-06 | 8163 | 3:14-15-56 |
| 110 | NATELLE II | A G Lee 4:10-22-06 | 8344 | 3:14-18-26 |
| 111 | MELTEMI | Canberra Yacht Club Syndicate 4:11-27-13 | 8087 | 3:14-53-51 |
| 112 | HANUKAI | J B Barry 4:18-53-16 | 7566 | 3:14-55-20 |
| 113 | HELSELI II | A Fisher 3:09-56-16 | 10643 | 3:15-12-22 |
| 114 | UTEKAH IV | G Henicke 4:17-20-46 | 7698 | 3:15-15-13 |

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|-----|--------------------|------------------------------------|-------|----------------|
| 115 | POLICE CAR | P R Cantwell 4:10-48-07 | 8199 | 3:15-34-00 |
| 116 | SATIN SHEETS | M O Leary 4:11-22-43 | 8156 | 3:15-34-40 |
| 117 | MIRRABOOKA | J Bennetto 4:11-31-27 | 8147 | 3:15-35-59 |
| 118 | APOLLO | W Rooklin 3:23-05-03 | 9301 | 3:15-39-45 |
| 119 | ANTICIPATION | D St C Brown 4:03-26-10 | 8804 | 3:15-43-05 |
| 120 | OBSESSION | W C R Bale & K D Monro 4:11-24-03 | 8209 | 3:16-09-55 |
| 121 | DYNAMITE | R E Walters 4:10-09-24 | 8310 | 3:16-12-58 |
| 122 | ADRIA | A Harry 4:12-23-57 | 8144 | 3:16-16-49 |
| 123 | BREAKAWAY | K McDonald 4:11-41-10 | 8218 | 3:16-29-38 |
| 124 | SCORPION | R W Clemens 4:10-28-23 | 8319 | 3:16-34-29 |
| 125 | SEQUIOAH II | J M Clark 4:12-16-33 | 8197 | 3:16-45-13 |
| 126 | JEMIMA | K L Bell 4:10-14-04 | 8434 | 3:17-35-53 |
| 127 | ROGUS TOO | R J Brown 4:22-15-09 | 7586 | 3:17-32-62 |
| 128 | ALI BABA | J & T Michils 4:11-21-83 | 8202 | 3:18-28-25 |
| 129 | SORCERY | J D Wood 3:22-00-34 | 9629 | 3:18-33-13 |
| 130 | DESTINY | T A Taylor 4:10-10-10 | 8333 | 3:18-49-55 |
| 131 | FIONA | J Sturrock & E Lawrence 4:13-01-54 | 8346 | 3:18-59-52 |
| 132 | MARY MUFFIN | G A Blok 4:10-12-49 | 8413 | 3:19-28-54 |
| 133 | BANJO PATERSON | J Jarrett 4:06-51-15 | 8952 | 3:20-05-07 |
| 134 | SAVANT | K L Cox 4:13-13-54 | 8637 | 3:20-09-31 |
| 135 | SHEARWATER | J M & R Cooper 4:21-00-75 | 7910 | 3:20-33-10 |
| 136 | GALLOUS III | P Facoue 4:00-48-52 | 9514 | 3:20-53-01 |
| 137 | GRETEL | B Lewis 4:03-01-45 | 9395 | 3:21-02-16 |
| 138 | CONGERE | B D Koepf 4:11-27-34 | 8870 | 3:23-18-59 |
| 139 | ANACONDA II | J Grubic 3:21-55-23 | 10406 | 4:02-34-53 |
| 140 | CASABLANCA | J Goddard 4:10-11-21 | 9503 | 4:04-54-41 |
| 141 | SELTRUST ENDEAVOUR | J P Callow & 4:12-46-04 | 9707 | 4:09-34-51 |
| 142 | IMOGENE | M J Dunham | | |
| 143 | CHAUTAUQUA | L L & D I Haskett 4:12-11-17 | 8385 | 3:18-42-56 |
| | | A C Rowlett 4:11-36-01 | 7757 | 3:11-27-95 |

FASTEST TIME: BUMBLEBEE 4 3:01-45-52
MAXI DIVISION: BUMBLEBEE 4
DIVISION A: BIG SCHOTT
DIVISION B: RELENTLESS
DIVISION C: ZILVERGEEST III
DIVISION D: SCREW LOOSE

RETIRED: HI-JACK MOONSHADOW ONYA OF GOSFORD, REGARDLESS, SALAMANDER II

1979 WEATHER: First spinner start since 1967 to give all yachts a fast passage to the Heads before a 12 knot sou'easter. Outside the Heads, all yachts were close hauled and the breeze backed to the east for two hours. Late on the first afternoon a line squall passed over the fleet gusting to 35 knots. It eased during the night. After a brief calm patch the breeze filled in from the nor east to give a quick skid across Bass Strait before a 30 knot breeze Dawn on the third day saw yachts light running before a 10 knot nor wester light breeze and thick fog down the Tasmanian coast prevented the big boats taking top honours, but a freshening sea breeze brought all the little boats home to dominate the major placings

1980

| PI | YACHT | Elapsed Time | TCF | Corrected Time |
|----|------------------------|-----------------------------------|--------|----------------|
| 1 | NEW ZEALAND | NZ Round the World 2:18-45-41 | 1 0369 | 2:21-13-29 |
| 2 | GRETEL | B Lewis 3:02-03-55 | 9380 | 2:21-28-23 |
| 3 | CHALLENGE | L Abrahams 3:10-31-21 | 8434 | 2:21-35-58 |
| 4 | EVELYN | J Cassidy 3:01-12-00 | 9619 | 2:22-24-29 |
| 5 | NEFERITTI | F B Ryan 3:06-09-21 | 9294 | 2:23-42-29 |
| 6 | HELSELI II | A Fisher 2:20-34-32 | 10603 | 3:00-42-38 |
| 7 | MARGARET RINTOUL II | S R Edwards 3:15-18-46 | 8333 | 3:00-45-27 |
| 8 | POLICE CAR | J G Hardy 3:16-58-47 | 8159 | 3:00-57-16 |
| 9 | INCH BY WINCH | D J O'Neill & Partners 3:15-20-25 | 8399 | 3:01-21-25 |
| 10 | RAGAMUFFIN | S Fischer 3:15-21-03 | 8486 | 3:02-07-33 |
| 11 | APOLLO II | A J Becher 3:10-26-21 | 8401 | 3:02-26-21 |
| 12 | ANACONDA II | J Grubic 3:00-38-33 | 10290 | 3:02-44-56 |
| 13 | PATRICE III | R J Kirby 3:17-38-48 | 8350 | 3:02-51-17 |
| 14 | PACHA | J de le Vega 3:15-54-47 | 8733 | 3:03-01-40 |
| 15 | ONCE MORE DEAR FRIENDS | P P Curtis 3:20-55-25 | 8105 | 3:03-18-52 |
| 16 | MATKA II | L Green 4:08-14-53 | 7254 | 3:03-37-17 |
| 17 | MARY MUFFIN | G A Blok 3:17-08-36 | 8501 | 3:03-46-50 |
| 18 | ADRENALIN | B C Ryan 3:23-34-56 | 9827 | 3:04-43-25 |
| 19 | WHEELBARRROW | I C Tringham 4:15-13-36 | 6988 | 3:04-43-26 |
| 20 | BIG SCHOTT | A Pearson 3:23-41-25 | 9822 | 3:04-45-45 |
| 21 | PHOENIX | E Vidor 4:03-23-20 | 7774 | 3:05-15-53 |
| 22 | PICCOLO | J Pickles 4:03-09-29 | 7793 | 3:05-16-25 |
| 23 | SCREW LOOSE | R J Cumming 4:15-14-43 | 6949 | 3:05-18-15 |
| 24 | MERCEDIS IV | D L & M E Brahm 3:23-42-44 | 8086 | 3:05-23-34 |
| 25 | DIAMOND CUTTER | A J Sweeney 4:03-50-36 | 7763 | 3:05-30-30 |
| 26 | HERCULES | M H C M & S P Will 4:06-07-34 | 7597 | 3:05-35-06 |
| 27 | PRIORITY | J R Pryor 4:06-50-24 | 7659 | 3:06-59-57 |
| 28 | ZEUS II | J R Dunstan 4:17-17-56 | 6886 | 3:06-01-03 |
| 29 | IMPETUOUS | J Lambert & J Crisp 3:23-35-35 | 8162 | 3:06-01-22 |
| 30 | KESTREL | R H Fyock 4:06-31-06 | 7628 | 3:06-12-03 |
| 31 | SAGACIOUS | G J Appleby 3:23-43-41 | 8181 | 3:06-18-54 |
| 32 | NATELLE II | A G Lee 4:01-22-20 | 8045 | 3:06-20-09 |
| 33 | BILLABONG | P N Joubert 4:11-33-47 | 7300 | 3:06-31-15 |
| 34 | STAR WARS | B Button 4:05-13-52 | 7834 | 3:07-18-16 |
| 35 | HOT PROSPECT | E O Grendon 4:06-22-17 | 7763 | 3:07-28-15 |
| 36 | GHOST TOO K Roxburgh | C Graham & 4:13-46-34 | 7277 | 3:07-53-02 |
| 37 | MERCEDIS V | I Lewis 4:03-20-20 | 8073 | 3:08-11-46 |
| 38 | WHITE POINTER | K L Complete 4:08 | | |

Table of race statistics for 1981, listing yachts, crew members, and race times. Includes entries for ORANI, BLACK MAGIC, INFRA RED, GHOST TOO, THE ROPE RUNNER, etc.

1981 WEATHER: Strong southerly winds at the start provided a spectacular and fast spinnaker run to Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of the retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the third day provided the first of many calm that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that

lasted only 8 hours during the night of the 28th. The leaders fought calms and light south-easterly down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobart races. The medium raters looked all set to clinch up the over all results but a freshening northerly down the east Tasmanian coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings

1982

Table of race statistics for 1982, listing yachts, crew members, and race times. Includes entries for SCALLYWAG, AUDACITY, POLICE CAR, SZECHWAN, ADRENALIN, etc.

Table of race statistics for 1981, listing yachts, crew members, and race times. Includes entries for TERUMA, BENANTHRA, ADRIA AUSTRALIS, DESTINY, SAPPHIRE, METUNG, etc.

FASTEST TIME: CONDOR OF BERMUADA 3:00:59-17

DIVISION A: SWEET CAROLINE
DIVISION B: POLICE CAR
DIVISION C: SCALLYWAG

DIVISION D: PIRRA
CLASSIC DIVIS.: POLARIS

RETIRED: CHLOE, CONQUISTADOR, DIAMOND CUTTER, EVELYN, IDLE VICE, INVINCIBLE, SCHEHERAZADE, THIRLMERE, TUCANA, VIGIUS

1982 WEATHER: A light air, SNE. (which) remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened for a fast and thrilling down the far NSW coast and into the Strait. The leaders were having an exciting battle for long hours and for a while looked like topping the elapsed time record. The breeze remained into the second night and then died and moved into the W before the light SE change the third day it was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Island with a freshening breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and in the River, resulting in the closest-ever line honours battle with only seconds separating first and second place. The bulk of the fleet had light but steady winds to the finish.

1983

Table of race statistics for 1983, listing yachts, crew members, and race times. Includes entries for CHALLENGE, ONCE MORE DEAR FRIENDS, SZECHWAN, PACIFIC SUNDANCE, MORRIS, INDIAN PACIFIC, etc.

Table of race statistics for 1983, listing participants like JUST JAMES, PREDATOR, JISUMA, etc., with their respective times and positions.

DISQUALIFIED: NIRVANA, PANDA

FASTEST TIME: CONDR 3:00-50:29

MAXI DIVISION: FREIGHT TRAIN

DIVISION A: CHALLENGE

DIVISION B: ONCE MORE DEAR FRIENDS

DIVISION C: MOONLIGHTER

DIVISION D: LOT S WIFE

RETIRED: AUDACITY, BILLABONG, CASABLANCA, FANNY ADAMS, GHOST, JIMMY BLACKSMITH, LADY ANN, MARGARET RINTOUL II, MERCEDES IV, PETROSINA II, PUSS 'N BOOTS, SOLOQUEST, TOO IMPETUOUS

1983 WEATHER: A moderate easterly provided good close-reaching conditions to the heads and out to the now sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours taking its toll in retirements. With moderate seas the bulk of the fleet enjoyed hard working down to Green Cape. The breeze then freed to give fast reaching conditions across Bass Strait and becoming stronger to provide a fast run down the Tasmanian coast. At Cape Raoul, the wind went light from the south, and dropped right out close inshore, which saw a number of yachts becalmed between Tasman Island and the Cape. Light conditions prevailed for the reach across the Bay and made for slow and tedious work for most yachts down the River to the finish.

Table with 2 columns: IOR DIVISIONS and IOR MAXI DIVISION: APOLLO

Table with 2 columns: IOR DIVISION B: SAGACIOUS and IOR DIVISION C: HUMMINGBIRD

1984

Main table of race statistics for 1984, listing participants like INDIAN PACIFIC, LAWLESS, PERIE BANOU, etc., with their respective times and positions.

1984 WEATHER: A low pressure system near Melbourne on Christmas Day brought windy weather to Bass Strait and Tasmania. This system slowed up east of Bass Strait about mid-day on Boxing Day, creating two different swell patterns that combined off the NSW coast to make very treacherous seas. The Race featured a spectacular spinnaker start before a 25 knot southerly that slowly strengthened throughout the first afternoon. During the first night the breeze touched 40 knots from the south and retirements came thick and fast. A strong 35 knot southerly remained during the second day with punishing seas, and there were more retirements. Late on December 27 the leaders were only as far as the south coast of NSW. As the fleet approached Bass Strait the wind moved SSE, but still with uncomfortable seas and winds at 30 knots making life aboard wet and uncomfortable. On the third day the breeze moved from SSE to E, and after some 50 hours of windward work the fleet was able to spring sheets for a hard reach across the Strait, the breeze moderating to 20-25 knots. As the leaders approached Tasman Island the breeze had freshened from the NE to give the smaller yachts a hard run down the Tasmanian coast. The first half of the fleet had a quick trip across Storm Bay, but some of the little boats which appeared poised to win handicapped honours were once again frustrated by the calms of Storm Bay and the Derwent River.

DRAKE'S PRAYER (37th) 20% Penalty

WAR GAMES (91st) 10% Penalty

DI HARD (103rd) 40% Penalty

PRIME SUSPECT (150th) 70% Penalty

INVADER (155th) 10% Penalty

RAMPANT II (179th) 30% Penalty

FASTEST TIME: APOLLO 3:04-32:28

IOR DIVISIONS

IOR MAXI DIVISION: APOLLO

IOR DIVISION B: SAGACIOUS

IOR DIVISION C: HUMMINGBIRD

IOR DIVISION D: NIKE

Table with 2 columns: IOR DIVISION B: SAGACIOUS and IOR DIVISION C: HUMMINGBIRD

Table with 2 columns: IOR DIVISION B: SAGACIOUS and IOR DIVISION C: HUMMINGBIRD

Table with 2 columns: IOR DIVISION D: NIKE and ILLINGWORTH DIVISIONS

1985

Main table of race statistics for 1985, listing participants like SAGACIOUS, HUMMINGBIRD, SILVER MINX, etc., with their respective times and positions.

Table with 2 columns: IOR DIVISION B: SAGACIOUS and IOR DIVISION C: HUMMINGBIRD

Table with 2 columns: IOR DIVISION B: SAGACIOUS and IOR DIVISION C: HUMMINGBIRD

Race Statistics

| | | | |
|-----------------------------|-----------------------------------|-------|------------|
| 102 DERWENT LASS | D Colbourn 5-10-15-47 | 6913 | 3-18-03-03 |
| 103 DI HARD | J Woodward 4-02-48-20 | 8055 | 3-18-09-42 |
| 103 FIRETEL | R Lawler/K Taylor 5-04-35-04 | 7237 | 3-18-09-42 |
| 104 AQUILA | B Edmunds 5-07-11-58 | 7091 | 3-18-11-50 |
| 105 PATRICE III | P King 4-12-40-52 | 8316 | 3-18-22-45 |
| 106 RESTLESS IV | D Holloway 4-19-24-40 | 7863 | 3-18-44-52 |
| 107 YAHOO II | J Elgar 4-14-46-50 | 8272 | 3-19-38-16 |
| 108 NIGHT RAIDER | N Bunting 4-01-02-11 | 9496 | 3-02-08-55 |
| 109 BREADFRUIT | I Sloan 5-08-05-47 | 7225 | 3-20-32-59 |
| 110 BLACK SHEEP | K Coppel 4-09-47-24 | 8756 | 3-20-37-47 |
| 111 MYSTIC SEVEN | N D Chidgey 5-05-57-41 | 7364 | 3-20-45-29 |
| 111 RAGAMUFFIN | S Fischer 3-08-39-22 | 10563 | 3-20-45-29 |
| 112 INSATIABLE | G Wilson/H Kuhn 4-19-34-47 | 8073 | 3-21-18-27 |
| 113 BANG BANG | D Baxter/I Lemon 4-21-12-18 | 8008 | 3-21-51-28 |
| 114 SALPETA | P Hinton 5-19-54-01 | 6793 | 3-23-02-03 |
| 115 WILLY | D Clark 4-18-46-21 | 8359 | 3-23-56-18 |
| 116 SAGITTA | K Hughes 5-14-13-37 | 7177 | 4-00-20-05 |
| 117 NEVER SATISFIED | N & B Holt 5-03-37-53 | 7793 | 4-00-20-45 |
| 118 REVERIE II | G Scott 5-13-30-23 | 7248 | 4-00-45-56 |
| 119 PACIFIC FLYER | R B Heatherly 4-21-25-27 | 8245 | 4-00-48-58 |
| 120 QUETZAL | R Robson 5-19-58-30 | 6926 | 4-00-56-48 |
| 121 PENDULUM | W Dargan 5-18-50-14 | 6990 | 4-01-02-50 |
| 122 LEVEN | B Curneen 5-18-02-45 | 7054 | 4-01-22-39 |
| 123 TURBO | L Clough 4-12-25-29 | 8994 | 4-01-31-02 |
| 124 MANDALA | K Gladman 5-14-20-07 | 7284 | 4-01-50-59 |
| 125 ROLLER COASTER | J Fugisang 5-11-08-37 | 7542 | 4-02-54-31 |
| 126 PUNCH | B & R Lewis 5-18-19-20 | 7152 | 4-02-55-41 |
| 127 MARK TWAIN | V O'Neill/C Ward/B White 10-48-31 | 7575 | 4-03-05-15 |
| 128 NUZULU | W Dodds 5-21-14-38 | 7016 | 4-03-05-48 |
| 129 GOLDFINGER | R Tripiow 5-08-14-09 | 7833 | 4-04-26-50 |
| 131 TRIAD | Coombs/Vickery 4-20-33-40 | 7833 | 4-06-19-44 |
| 132 LADY PENRHYN OF NIRIMBA | Royal 5-05-29-29 | 8165 | 4-06-27-49 |
| Australian Navy | | | |
| 133 ANACONDA II | Josko Grubic 4-03-46-16 | 10291 | 4-06-40-28 |
| 134 CRUSADER | J Nadorp 5-05-42-20 | 8183 | 4-06-51-53 |
| 135 CASABLANCA | G McDonald 4-16-14-48 | 9237 | 4-07-40-56 |
| 138 MIRRABOOKA | G Jensen-Muir 6-10-39-08 | 6724 | 4-07-59-17 |
| 139 NIMROD II | J Watson 5-10-15-42 | 8237 | 4-11-17-48 |
| 140 AMAROO III | L Hamilton/L Noonan 6-00-15-04 | 7499 | 4-12-10-26 |
| 141 BALANDRA | G Hennicke 5-18-17-46 | 7912 | 4-12-25-12 |
| 142 CYBELE | A Ridley 6-14-13-04 | 7066 | 4-15-47-48 |
| 143 ODIN | M Small 6-02-53-57 | 7649 | 4-16-21-47 |
| 144 SAGITTARIUS | D Rowe 5-07-10-12 | 7510 | 4-17-31-43 |



| | | | |
|-------------------|-------------------------|-------|------------|
| 145 TITANIC | A Boyd Munro 6-12-16-28 | 7585 | 4-22-32-03 |
| 146 DESTINY | T Taylor 6-10-21-08 | 8245 | 5-07-15-48 |
| 150 PRIME SUSPECT | R Abkhar 4-03-32-51 | 7941 | 5-07-15-49 |
| 155 INVADER | P Meguyer 6-09-49-17 | 6752 | 5-07-15-50 |
| 179 RAMPANT II | A Tucker 4-00-18-59 | 10529 | 5-07-15-51 |

FASTEST TIME: APOLLO 3-04-32-28

IOR DIVISIONS

IOR MAXI DIVISION: APOLLO IOR DIVISION A: THUNDERBIRD

IOR DIVISION B: SAGACIOUS IOR DIVISION C: HUMMINGBIRD

IOR DIVISION D: NIKE

ILLINGWORTH DIVISIONS

MAXI DIVISION: WINDWARD PASSAGE DIVISION A: APOLLO II

DIVISION B: ONCE MORE DEAR FRIENDS DIVISION C: DIAMOND CUTTER

DIVISION D: NIKE

RETIRE: ANDROMEDA, ARGUS, BELINDA, BUSHWHACKER, CONTRACTOR, DRY WHITE, DUBIOUS, FIRST LIGHT, FORTLET, GOOD NEWS, HERA OF HOBART, HINDSIGHT II, IMPECCABLE, KAMEHAMEHA, MANDRAKE, MARLOO II, MOONLIGHTER, NADIA, OUTRAGEOUS, PANDA, QUASIMODO, SCAMPI, A, SINGAPORE GIRL, SKEDADDLE, STORMY, PETREL, STRUTH, STYX, SUPERTRAMP, THE ROPERUNNER, THE STING, THUMBS UP, TOO FAR OUT, ZAP.

1985 WEATHER. The record fleet of 179 had one of the most chaotic starts on record with numerous minor and near collisions in a 15-18 knot nor'easter. The first afternoon was a run before a fresh 20-25 knot nor'easter until a southerly front passed through the fleet around 9:00 p.m. The southerly remained for almost 48 hours. Again it was a two-day punch into a strong southerly, much of the time in 25-30 knots, with a punishing sea (although not as severe as 1984). Retirement were many. All yachts had strong windward work from Jervis Bay to well into Bass Strait, and there was no let-up for 48 hours. As the leaders approached the NE tip of Tasmania, strong WSW winds were encountered, allowing the yachts to spring sheets. On the night of the 28th WSW winds were replaced by a pleasant 10 knot sou'easterly for the leaders while the tailenders had strong westerlies across the Strait. The next day saw light and fiftly airs down the east coast of Tasmania which were replaced by weak NE sea breezes of no more than 15 knots. All yachts had fickle airs in Storm Bay and the Derwent, with placings changing continuously and boats making agonizing progress from Tasman Island to the finish.



1988 AWA Sydney to Hobart Yacht Race

1986

O'ALL PLACE

IOR RESULTS

ILLINGWORTH RESULTS

| YACHT NAME | PLACE | LINE DIVISIONS | | | | ELAP. TIME | TCF | CORR. TIME | TCF | CORR. TIME | DIVISIONS |
|-------------------------------------------|-------|----------------|----|---|---|------------|--------|------------|--------|------------|-----------|
| | | M | A | B | C | | | | | | |
| 1 EX TENSION..... A. Dunn | 28 | 1 | | | | 3-23-22-00 | 0.7680 | 3-01-14-30 | | | |
| 2 IMPECCABLE..... J. Walker | 56 | | 1 | | | 4-04-16-30 | 0.7318 | 3-01-22-52 | 0.7227 | 3-00-28-07 | 1 |
| 3 SOUTHERN CROSS..... W. Gilbert | 29 | | 2 | | | 3-23-26-07 | 0.7722 | 3-01-41-42 | | | |
| 4 PALADIN..... C. Franklin | 14 | 1 | | | | 3-21-32-36 | 0.7960 | 3-02-27-38 | 0.7900 | 3-01-53-57 | 2 |
| 5 SZECHWAN..... W. Johns | 22 | 2 | | | | 3-22-49-20 | 0.7863 | 3-02-33-31 | 0.7765 | 3-01-37-46 | 1 |
| 6 ANOTHER CONCUBINE..... J. Parker | 19 | 3 | | | | 3-22-00-28 | 0.7950 | 3-02-44-10 | 0.7890 | 3-02-10-20 | 3 |
| 7 SILVER MINX..... G. Player | 38 | | 3 | | | 4-00-57-29 | 0.7722 | 3-02-52-16 | | | |
| 8 HINDSIGHT II..... R.G. Griffin | 80 | | 2 | | | 4-13-36-58 | 0.6860 | 3-03-11-48 | 0.6654 | 3-00-56-19 | 2 |
| 9 INDIAN PACIFIC..... C. Jacobsen | 21 | 4 | | | | 3-22-46-58 | 0.7941 | 3-03-16-01 | 0.7881 | 3-02-41-54 | 4 |
| 10 INTRIGUE..... D. Calvert | 25 | 5 | | | | 3-22-51-40 | 0.7941 | 3-03-19-45 | | | |
| 11 INDIAN PACIFIC V..... J. Eyles | 43 | | 4 | | | 4-02-31-34 | 0.7659 | 3-03-27-40 | | | |
| 12 CONDOR..... R. Bell | 1 | 1 | | | | 2-23-26-25 | 1.0573 | 3-03-32-02 | | | |
| 13 VANESSA III..... K. Jagger | 54 | | 5 | | | 4-04-02-25 | 0.7564 | 3-03-40-14 | 0.7337 | 3-01-23-58 | 1 |
| 14 SINGAPORE GIRL..... P. Steigrad | 64 | | 3 | | | 4-07-07-07 | 0.7353 | 3-03-49-23 | | | |
| | | | | | | | | | | | |
| 15 WINDWARD PASSAGE..... W. Muir | 2 | 2 | | | | 2-23-47-54 | 1.0563 | 3-03-50-26 | 1.0088 | 3-00-25-49 | 1 |
| 16 NADIA IV..... Canberra O.R.C. | 32 | | 6 | | | 3-23-50-34 | 0.7931 | 3-04-00-46 | 0.7872 | 3-03-26-51 | 8 |
| 17 THIRLMERE..... S. Green | 39 | 7 | | | | 4-01-10-47 | 0.7823 | 3-04-01-25 | 0.7725 | 3-03-04-17 | 7 |
| 18 DEMO..... B. Brady | 44 | | 6 | | | 4-02-39-09 | 0.7711 | 3-04-04-15 | | | |
| 19 TURKEY SHOOT..... S. McDonald | 31 | | 8 | | | 3-23-44-44 | 0.7950 | 3-04-07-04 | 0.7890 | 3-03-32-36 | 9 |
| | | | | | | | | | | | |
| 20 THUMBS UP..... A. Rundle | 30 | | 9 | | | 3-23-28-52 | 0.7979 | 3-04-11-04 | | | |
| 21 PRIME SUSPECT..... R. Abikhair | 34 | | 10 | | | 4-00-11-09 | 0.7931 | 3-04-17-06 | 0.7872 | 3-03-43-03 | 10 |
| 22 MORNING TIDE..... J. Lawler | 69 | | 4 | | | 4-10-41-36 | 0.7165 | 3-04-26-45 | 0.6843 | 3-01-00-37 | 3 |
| 23 PADAM..... K. Quinert | 74 | | 5 | | | 4-11-08-03 | 0.7140 | 3-04-29-38 | 0.6926 | 3-02-12-04 | 5 |
| 24 CHALLENGE III..... L. Abrahams | 11 | 1 | | | | 3-20-58-55 | 0.8237 | 3-04-35-21 | | | |
| 25 MIDDLE HARBOUR..... R. Stone | 53 | | 7 | | | 4-03-59-05 | 0.7670 | 3-04-41-18 | 0.7574 | 3-03-43-42 | 3 |
| | | | | | | | | | | | |
| 26 GOOD NEWS..... J. Calvert-Jones | 48 | | 8 | | | 4-03-19-22 | 0.7722 | 3-04-41-49 | | | |
| 27 UPTOWN GIRL..... R. Winton | 27 | 2 | | | | 3-23-09-26 | 0.8073 | 3-04-49-14 | 0.7912 | 3-03-17-18 | 2 |
| 28 GLUMBLOSSOM (1)..... J. Gleeson | 88 | | 6 | | | 4-17-55-40 | 0.6752 | 3-04-55-27 | 0.6448 | 3-01-27-38 | 4 |
| 29 PIPPIN..... W. Sweetapple | 57 | | 9 | | | 4-03-36-33 | 0.7732 | 3-05-01-04 | | | |
| 30 KNUCKLEDUSTER (2)..... P. Cush | 81 | | 7 | | | 4-14-48-21 | 0.6952 | 3-05-01-56 | 0.6743 | 3-02-42-59 | 8 |
| 31 WILD OATS..... R. Oatley | 15 | 3 | | | | 3-21-38-56 | 0.8245 | 3-05-12-49 | | | |
| 32 INCH BY WINCH..... J. Goddard | 24 | 4 | | | | 3-22-50-30 | 0.8165 | 3-05-26-18 | 0.8104 | 3-04-51-35 | 4 |
| 33 CHALLENGE II..... R. Rowsthorn | 13 | 5 | | | | 3-21-32-00 | 0.8281 | 3-05-27-18 | 0.8177 | 3-04-28-56 | 3 |
| 34 CONTRACTOR..... J. McL. Taylor | 9 | 6 | | | | 3-20-24-03 | 0.8384 | 3-05-28-08 | | | |
| 35 ROLLER COASTER..... J. Fuglsang | 61 | | 10 | | | 4-06-22-52 | 0.7575 | 3-05-33-13 | 0.7518 | 3-04-58-12 | 4 |
| 36 MARK TWAIN..... V. O'Neill | 19 | | 11 | | | 4-06-32-56 | 0.7575 | 3-05-40-51 | 0.7234 | 3-02-11-02 | 2 |
| | | | | | | | | | | | |
| 37 SOLANDRA..... R.W. Scott | 79 | | 8 | | | 4-13-06-11 | 0.7140 | 3-05-53-58 | 0.6819 | 3-02-23-51 | 6 |
| 38 MARGARET RINTOUL II..... R. Jackson | 18 | 7 | | | | 3-21-58-05 | 0.8298 | 3-05-58-29 | 0.7925 | 3-02-28-11 | 1 |
| 39 TOO IMPETUOUS..... G. Lambert | 36 | | 8 | | | 4-00-56-29 | 0.8064 | 3-06-10-25 | 0.8004 | 3-05-35-31 | 6 |
| 40 LEVEN..... B. Cumneen | 82 | | 9 | | | 4-14-52-53 | 0.7054 | 3-06-12-57 | 0.6737 | 3-02-42-03 | 7 |
| 41 POLAR BEAR..... A. Martin | 41 | | 11 | | | 4-02-10-46 | 0.7989 | 3-06-14-21 | 0.7610 | 3-02-42-52 | 5 |
| 42 WAR GAMES..... D. Urry | 42 | | 12 | | | 4-02-11-44 | 0.7970 | 3-06-15-43 | | | |
| 43 VANGUARD..... R. Cawse | 16 | 9 | | | | 3-21-43-46 | 0.8359 | 3-06-20-54 | 0.8255 | 3-05-22-25 | 5 |
| 44 POLARIS..... L. Savage | 50 | | 13 | | | 4-03-29-11 | 0.7882 | 3-06-24-55 | 0.7527 | 3-02-53-00 | 6 |
| 45 MANLY FERRY..... M. Blackmore | 26 | | 10 | | | 3-22-55-16 | 0.8272 | 3-06-31-07 | | | |
| 46 CHRISTA-FARR..... J.D. & C.A. Pomret | 58 | | 14 | | | 4-04-54-31 | 0.7803 | 3-06-44-20 | 0.7569 | 3-04-22-40 | 11 |
| 47 FARMELIA..... B. Woods | 20 | 11 | | | | 3-22-11-56 | 0.8367 | 3-06-48-58 | 0.8262 | 3-05-49-38 | 7 |
| 48 BACARDI..... Bacardi Synd. | 33 | 12 | | | | 4-00-00-45 | 0.8210 | 3-06-49-35 | 0.8107 | 3-05-50-14 | 8 |
| 49 NEWCASTLE FLYER..... P. Rundle | 45 | | 15 | | | 4-03-06-21 | 0.7960 | 3-06-53-18 | | | |
| 50 PACIFIC PHOENIX..... E. Long | 55 | | 16 | | | 4-04-15-33 | 0.7872 | 3-06-55-26 | | | |
| 51 INCA..... B. Ryan | 23 | 13 | | | | 3-22-50-21 | 0.8324 | 3-06-56-39 | 0.8262 | 3-06-21-22 | 9 |
| 52 MARARA..... A. Ratcliff | 83 | | 10 | | | 4-14-58-41 | 0.7116 | 3-06-58-19 | 0.6796 | 3-03-25-14 | 9 |
| 53 "GROUNDSFOR..... B. & N. Hines | 71 | | 14 | | | 4-03-22-55 | 0.7732 | 3-04-50-32 | | | |
| | | | | | | | | | | | |
| (20% PENALTY Before penalty 28 O'All) | | | | | | | | | | | |
| 54 AUSPICIOUS..... N. Marr | 75 | | 11 | | | 4-11-15-09 | 0.7364 | 3-06-58-51 | 0.7309 | 3-06-23-27 | 11 |
| 55 CASTAWAY ENTERPRISE..... D. Taylor | 3 | 3 | | | | 3-02-55-08 | 1.0573 | 3-07-12-42 | | | |
| 56 THE ROPERUNNER..... P. Robinson | 52 | | 17 | | | 4-03-54-12 | 0.7941 | 3-07-20-00 | 0.7842 | 3-06-20-39 | 13 |
| 57 PRIVATEER..... Around The World Yachts | 4 | 4 | | | | 3-03-35-43 | 1.0524 | 3-07-33-23 | | | |
| 58 WARLORD..... I. Scott | 47 | | 18 | | | 4-03-18-27 | 0.8017 | 3-07-36-53 | | | |
| 59 LAWLESS..... J. Green | 91 | | 12 | | | 4-18-24-25 | 0.6990 | 3-07-58-14 | 0.6938 | 3-07-22-32 | 12 |
| 60 LOW PROFILE..... A. Zanelli | 62 | | 19 | | | 4-06-32-23 | 0.7803 | 3-08-00-42 | 0.7569 | 3-05-36-44 | 12 |
| 61 MULLOKA..... P. Jacka | 87 | | 13 | | | 4-17-18-26 | 0.7066 | 3-08-03-46 | 0.6748 | 3-04-27-35 | 10 |
| 62 DUBIOUS..... G.J. Thompson | 70 | | 12 | | | 4-10-43-20 | 0.7521 | 3-08-15-57 | 0.7465 | 3-07-40-05 | 6 |
| 63 NED KELLY..... S.J. Clarke | 84 | | 14 | | | 4-16-16-02 | 0.7152 | 3-08-17-37 | | | |
| 64 INFRA RED..... R.T. Southwood | 72 | | 13 | | | 4-10-52-09 | 0.7531 | 3-08-28-59 | 0.7475 | 3-07-53-05 | 7 |
| 65 SPIDER..... R. Purcell | 85 | | 15 | | | 4-16-53-55 | 0.7280 | 3-09-57-52 | 0.7115 | 3-08-19-39 | 14 |
| 66 CHANGABANG..... B. Van Driel | 60 | | 14 | | | 4-05-34-48 | 0.8092 | 3-10-11-55 | 0.7991 | 3-09-10-21 | 10 |
| 67 TRUMP CARD..... A. Budd | 17 | | 15 | | | 3-21-53-29 | 0.8786 | 3-10-29-35 | | | |
| 68 FIRETEL..... R. Lawler | 90 | | 16 | | | 4-18-14-51 | 0.7236 | 3-10-40-10 | 0.7019 | 3-08-11-25 | 13 |
| 69 "INVINCIBLE..... 86 | | | 20 | | | 4-04-52-40 | 0.7783 | 3-06-30-47 | 0.7550 | 3-04-09-46 | 15 |
| | | | | | | | | | | | |
| (20% PENALTY Before penalty 46 O'All) | | | | | | | | | | | |
| 70 SUNSEEKER..... P. & V. Thomas | 77 | | 15 | | | 4-12-08-33 | 0.7711 | 3-11-23-19 | 0.7364 | 3-07-38-10 | 5 |
| 71 DERWENT LASS..... D.H. Colbourn | 94 | | 17 | | | 5-01-01-00 | 0.6900 | 3-11-30-05 | 0.6693 | 3-08-59-47 | 15 |
| 72 MOONRAKER AGAIN..... N. Weifare | 57 | | 16 | | | 4-04-45-07 | 0.8289 | 3-11-30-48 | 0.8185 | 3-10-27-56 | 11 |
| 73 INIQUITY..... S. Morgan | 35 | | 17 | | | 4-00-24-17 | 0.8678 | 3-11-39-36 | 0.8613 | 3-11-02-00 | 12 |
| 74 SPIRIT..... J.W. Miller | 59 | | 18 | | | 4-05-08-19 | 0.8281 | 3-11-45-10 | | | |
| 75 OTELLA..... C. Montgomery | 12 | | 19 | | | 3-20-59-53 | 0.9022 | 3-11-54-10 | | | |
| 76 PANACHE..... E. Stokans | 92 | | 18 | | | 4-18-34-50 | 0.7330 | 3-11-59-15 | 0.7238 | 3-10-56-00 | 16 |
| | | | | | | | | | | | |
| 77 "ENCORE II..... W. Anderson | 73 | | 23 | | | 4-05-18-34 | 0.8017 | 3-09-13-11 | 0.7917 | 3-08-12-24 | 17 |
| | | | | | | | | | | | |
| (10% PENALTY Before penalty 67 O'All) | | | | | | | | | | | |
| 78 BEWINCHED..... W. Ferris | 7 | | 5 | | | 3-17-16-45 | 0.9554 | 3-13-17-50 | 0.9482 | 3-12-39-16 | 2 |
| 79 NIMROD II..... I.S. Watson | 65 | | 21 | | | 4-07-34-06 | 0.8237 | 3-13-18-33 | 0.8134 | 3-12-14-33 | 13 |
| 80 ALEXANDER OF..... Royal | 66 | | 22 | | | 4-08-55-55 | 0.8165 | 3-13-40-37 | 0.8063 | 3-12-36-24 | 14 |
| | | | | | | | | | | | |
| CRESWELL (3)..... Aust. Navy | 65 | | | | | | | | | | |
| 81 NADIA..... J.R. Oakley | 89 | | 16 | | | 4-18-08-11 | 0.7521 | 3-13-50-31 | 0.7465 | 3-13-12-10 | 8 |
| 82 TRIAD..... Coombs/Vickery | 40 | | 24 | | | 4-01-58-38 | 0.8779 | 3-14-00-51 | 0.8713 | 3-13-22-03 | 15 |
| 83 DREAMTIME (4)..... N.F. McDonald | 68 | | 25 | | | 4-09-45-23 | 0.8156 | 3-14-15-18 | 0.8095 | 3-13-36-35 | 17 |
| 84 RAMPANT II..... A. Tucker | 5 | | 6 | | | 3-10-05-17 | 1.0524 | 3-14-23-22 | 1.0392 | 3-13-18-21 | 3 |
| 85 MADMEN'S WOODYARD..... Bowling | 98 | | 19 | | | 5-03-24-43 | 0.7079 | 3-15-21-48 | 0.7026 | 3-14-42-33 | 17 |
| | | | | | | | | | | | |
| 86 ICARUS..... A. Ridley | 67 | | 26 | | | 4-09-15-54 | 0.8307 | 3-15-26-37 | 0.8245 | 3-14-47-28 | 20 |
| 87 EVELYN..... J. Fraser | 10 | | 27 | | | 3-20-41-44 | 0.9453 | 3-15-37-30 | 0.9335 | 3-14-31-53 | 19 |
| 88 LADY ANN..... J. & A. Kirkjan | 96 | | 20 | | | 5-02-44-49 | 0.7165 | 3-15-56-53 | 0.7075 | 3-14-50-36 | 18 |
| 89 "WITCHDOCTOR..... C.A. Troup & Ptnrs | 53 | | 20 | | | 4-03-41-03 | 0.8073 | 3-08-28-30 | 0.7912 | 3-06-52-12 | 16 |
| | | | | | | | | | | | |
| (20% PENALTY Before penalty 65 O'All) | | | | | | | | | | | |
| 90 CITY LIMITS..... M. Carr | 93 | | 17 | | | 4-22-18-34 | 0.7521 | 3-16-58-50 | 0.7465 | 3-16-19-05 | 9 |

Whitworth's
Nautical World Pty Ltd

FREE Discount Catalogue

The complete fitting out guide for power and sail



- Fully illustrated
- Over 4,000 items
- Tremendous savings
- 48 hour dispatch
- Supermarkets in Sydney and Brisbane
- Major credit cards accepted

Call for FREE Catalogue
(02) 939 1055

NAME _____
ADDRESS _____
CITY _____
STATE _____ P'CODE _____

Whitworth's Nautical World Pty.Ltd.
P.O. Box W52 Warringah Mall,
N.S.W. 2100

PUBLICATIONS WANTED

National Publications, publishers of Offshore and the Sydney-Hobart Yacht Race Annual issue are professional publishers.

We offer a service to organisations requiring the full services of a publishing company for staff magazines, trade and consumer publications including typesetting, layout & design, planning, printing and advertising selling. If you have a special event or a publication in need of a professional publisher call us:

Max Press, Publisher
National Publications
P.O. Box 297,
Homebush 2140

SUBSCRIBE NOW!

Fill out the coupon below, cut it out
and post it today!
(or send photo-copy of this coupon)

Special introductory offer!

Take a two year subscription (12 issues of
Offshore, including two issues of the
Sydney to Hobart Yacht Race Annual) and
receive **FREE** a collectors **Americas Cup
Poster** in full colour, 915 x 610mm, valued
at \$15.00.

To: **OFFSHORE Yacht Racing &
Cruising Magazine, Subscription Dept.**
P.O. Box 297, Homebush West, 2140.
Australia.

YES! Please send me...

- Two years* subs. at \$54.00 (\$NZ75.00
PLUS a FREE Americas Cup Poster.
 One years** subscription at \$27.00
(\$NZ37.50)

Name.....

Address.....

.....P/Code.....

Date of order...../...../.....

Phone: STD (.....).....

*2 years subscription is 12 issues including
2 issues of the Sydney-Hobart Yacht Race
Annual

**1 years subscription is 6 issues including
1 issue of the Sydney-Hobart Yacht Race
Annual

I enclose my cheque/postal note for
\$....., or charge my:

- Bankcard American Express
 Diners Visa

Card No.

Expiry Date...../...../.....

Signature.....

Unsigned Cards not accepted.



| | | | | | | | | | |
|---------------------------------------|---------------|-----|----|------------|--------|------------|--------|------------|----|
| 91 MYSTIQUE..... | C. Wilson | 97 | 21 | 5-03-23-55 | 0.7260 | 3-17-35-15 | 0.7115 | 3-15-47-53 | 19 |
| 92 HELSAL II..... | A. Kelso | 6 | 7 | 3-15-46-05 | 1.0461 | 3-19-48-51 | 1.0330 | 3-18-39-52 | 4 |
| 93 CASABLANCA..... | G. McDonald | 49 | 28 | 4-03-26-55 | 0.9237 | 3-19-51-38 | 0.9052 | 3-18-01-15 | 21 |
| 94 QUASIMODO..... | M. & V. Innes | 8 | 8 | 3-20-20-31 | 1.0326 | 3-23-21-08 | 1.0249 | 3-22-38-29 | 5 |
| 95 *DYNAMITE..... | I. French | 78 | 23 | 4-03-44-19 | 0.8254 | 3-10-19-27 | 0.8089 | 3-08-40-43 | 18 |
| (20% PENALTY Before penalty 70 O All) | | | | | | | | | |
| 96 BALANDRA..... | G. Hennicke | 95 | 21 | 5-01-37-18 | 0.7912 | 4-00-13-37 | 0.7556 | 3-19-53-50 | 14 |
| 97 ECSTACY V..... | R.K. Harris | 100 | 18 | 5-06-42-32 | 0.7488 | 4-00-22-38 | 0.7263 | 3-21-28-53 | 10 |
| 98 JASMIN..... | M.A. O'Keefe | 99 | 22 | 5-04-14-26 | 0.7950 | 4-02-46-16 | 0.7890 | 4-02-01-33 | 16 |
| 99 *JUST JONES (5)..... | C. Denny | 101 | 25 | 4-10-52-29 | 0.7803 | 3-11-23-40 | 0.7744 | 3-10-45-50 | 19 |
| (20% PENALTY Before penalty 74 O All) | | | | | | | | | |
| 100 LASSITERS REEF..... | J.R. Carroll | 46 | 9 | 4-03-15-39 | 1.0047 | 4-03-43-38 | | | |
| 101 SEQUIN..... | M. Quine | 102 | 22 | 6-08-19-00 | 0.6873 | 4-08-41-14 | 0.6667 | 4-05-32-58 | 20 |
| 102 SUNBIRD..... | J. Smith | 104 | 19 | 7-00-00-38 | 0.7410 | 5-04-29-45 | 0.7354 | 5-03-33-18 | 11 |
| 103 ROAMA..... | D. Jenkin | 103 | 29 | 6-13-50-58 | 0.8219 | 5-09-44-11 | 0.7849 | 5-03-53-46 | 22 |
| 104 TOO FARR OUT..... | P. Smith | 105 | 24 | 5-10-06-41 | 0.7793 | 4-05-23-45 | 0.7559 | 4-02-21-04 | 18 |
| (10% PENALTY Before penalty 02 O All) | | | | | | | | | |
| 105 **DESTINY..... | T. Taylor | 106 | 30 | 6-07-37-27 | 0.8237 | 5-04-53-34 | 0.7990 | 5-01-08-52 | 23 |
| (10% PENALTY Before penalty 05 O All) | | | | | | | | | |
| 106 *ANACONDA II..... | J. Grubic | 37 | 10 | 3-20-49-42 | 1.0285 | 3-23-28-26 | 0.9976 | 3-20-36-20 | 6 |
| (20% PENALTY Before penalty 97 O All) | | | | | | | | | |

FASTEST TIME: CONDOR 2-23-26-25

IOR DIVISIONS:

- IOR MAXI DIVISION: CONDOR
IOR DIVISION A: CHALLENGE II
IOR DIVISION B: PALADIN
IOR DIVISION C: EX TENSION
IOR DIVISION D: IMPECCABLE

ILLINGWORTH DIVISIONS

- MAXI DIVISION: WINDWARD PASSAGE
DIVISION A: MARGARET RINTOUL II
DIVISION B: SZECHWAN
DIVISION C: VANESSA III
DIVISION D: IMPECCABLE

RETIRED: AMAROO III, CHUTZPAH, DANCING MOUSE, EASTERN MORNING, GALAXY III, HEART, KANGA, KINGS CROSS, MUCH ADO, SALTPEA, BUSHFIRE, DRAKES PRAYER, GREAT EXPECTATIONS, JOINT VENTURE, MADELAINE'S DAUGHTER, SOVEREIGN, STORMY PETREL

ALLOWANCES:

- (1) ELAP REDUCED BY 30 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
(2) ELAP REDUCED BY 40 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
(3) ELAP REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
(4) ELAP REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
(5) ELAP REDUCED BY 24 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

PENALTIES

- * 20% PENALTY APPLIED — FAILURE TO LODGE DECLARATION IN ACCORDANCE WITH SAILING INSTRUCTION 25 a
** 10% PENALTY APPLIED — BREACH OF SAILING INSTRUCTION 36

1986 WEATHER: Light Nor easter at start freshening to 25 knots. A fresh SW change went through the fleet at about 2000 hours on the first night. This slowly backed to the South for 24 hours freshening to 35 knots, subsequently easing back through SW to West over the next 24 hours. Light conditions prevailed at Tasman Is and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.

EastSail

Sydney's newest and most
progressive YACHT
CHARTER company!

Large range of new boats ranging 24 to 37ft.
Spacesailor 24, Cavalier 30, 34 and 37. Beneteau 350

All boats skippered or bareboat — complete with furling sails
Fully equipped galley, charts, full MSB survey equipment.

d'Albora Marina, Rushcutters Bay (next to CYCA)
ph (02) 327-1166 fax (02) 327-8273 P.O. Box 1162 Potts Point 2011

Letters

SYDNEY-HOBART 1987

| O'ALL PLACE | YACHT | LINE PLACE | DIVISIONS | | | | IOR RESULTS | | | ILLINGWORTH RESULTS | | |
|-------------|------------------------|--------------------------|-----------|----|------------|--------|-------------|--------|------------|---------------------|------------|-----------|
| | | | M | A | B | C | ELAP. TIME | TCF | CORR. TIME | TCF | CORR. TIME | DIVISIONS |
| 1 | SOVEREIGN | B.Lewis | 1 | 1 | 2-21-58-08 | 1.0573 | 3-01-58-41 | 1.0360 | 3-00-29-16 | 3 | | |
| 2 | APOLLO | V.d'Emilio/J.Rooklyn | 3 | 2 | 2-22-55-03 | 1.0488 | 3-02-22-42 | 1.0067 | 2-23-23-34 | 1 | | |
| 3 | GAZEBO | S.Fischer | 2 | 3 | 2-22-33-47 | 1.0573 | 3-02-36-23 | 1.0150 | 2-23-37-17 | 2 | | |
| 4 | JUBILATION | S.James | 9 | 1 | 3-11-33-42 | 0.9018 | 3-03-21-21 | 0.8901 | 3-02-22-42 | 1 | | |
| 5 | MADELINE'S DAUGHTER | P.Kurts | 11 | 2 | 3-18-47-24 | 0.8325 | 3-03-34-58 | | | | | |
| 6 | CHUTZPAH | Schilte/Taylor | 80 | 1 | 4-07-29-01 | 0.7327 | 3-03-49-21 | 0.7322 | 3-03-46-15 | 5 | | |
| 7 | MAD MAX | M.Canning | 15 | 1 | 3-22-59-15 | 0.7988 | 3-03-52-34 | | | | | |
| 8 | SAGACIOUS V | G.Appleby | 17 | 2 | 3-23-05-37 | 0.7980 | 3-03-53-05 | 0.7980 | 3-03-53-05 | 1 | | |
| 9 | SWITCHBLADE | P.Whyte | 13 | 3 | 3-19-50-15 | 0.8284 | 3-04-04-41 | 0.8280 | 3-04-02-29 | 2 | | |
| 10 | BIMBLEGUMBIE | K.Jacobs | 12 | 4 | 3-19-11-16 | 0.8346 | 3-04-03-27 | 0.8345 | 3-04-05-46 | 3 | | |
| 11 | CHRIS' CHOICE | M.Walker | 84 | 2 | 4-07-47-40 | 0.7343 | 3-04-12-59 | 0.7341 | 3-04-11-44 | 7 | | |
| 12 | BEYOND THUNDERDOME | W.Johns | 18 | 3 | 3-23-19-17 | 0.7999 | 3-04-14-51 | 0.7999 | 3-04-14-51 | 2 | | |
| 13 | FAIR SHARE | Hogg/O'Neill/Ross/Benton | 19 | 4 | 3-23-48-29 | 0.7989 | 3-04-32-28 | | | | | |
| 14 | WITCHCRAFT II | B.Staples | 27 | 5 | 4-00-21-52 | 0.7954 | 3-04-38-54 | 0.7939 | 3-04-30-13 | 3 | | |
| 15 | RONSTAN CHALLENGE | L.Abrahams | 22 | 6 | 4-00-05-50 | 0.7984 | 3-04-43-26 | 0.7984 | 3-04-43-26 | 6 | | |
| 16 | JOINT VENTURE | R.Elliott | 25 | 7 | 4-00-09-28 | 0.7979 | 3-04-43-27 | 0.7979 | 3-04-43-27 | 7 | | |
| 17 | PRIME MINISTER | L.Klopper | 24 | 8 | 4-00-06-21 | 0.7987 | 3-04-45-35 | 0.7978 | 3-04-40-24 | 4 | | |
| 18 | STARLIGHT EXPRESS | C.W.Reynolds | 6 | 4 | 3-06-51-54 | 0.9735 | 3-06-46-30 | 0.9330 | 3-01-34-52 | 4 | | |
| 19 | ANOTHER CONCUBINE | J.P.Parker | 21 | 9 | 4-00-04-36 | 0.7996 | 3-04-49-22 | 0.7981 | 3-04-40-44 | 5 | | |
| 20 | BLUE MAX II | G.Sargent | 26 | 10 | 4-00-11-20 | 0.7995 | 3-05-03-35 | 0.7334 | 3-04-59-10 | 9 | | |
| 21 | SINGAPORE GIRL | Steigrad/Greenlaw | 9 | 3 | 4-08-58-18 | 0.7341 | 3-05-03-35 | 0.7334 | 3-04-59-10 | 9 | | |
| 22 | PRIME FACTOR | R.Milner | 28 | 11 | 4-01-15-42 | 0.7992 | 3-05-03-35 | 0.7993 | 3-05-44-29 | 9 | | |
| 23 | DRAKES PRAYER | D.Causew/M.Dent | 14 | 5 | 3-22-07-03 | 0.8279 | 3-05-55-12 | 0.8270 | 3-05-50-07 | 4 | | |
| 24 | MARARA | A.E.Ratcliff | 121 | 4 | 4-14-09-04 | 0.7092 | 3-06-07-09 | 0.6743 | 3-02-16-30 | 1 | | |
| 25 | ALPHA CRUCIS | R.Graham | 142 | 5 | 4-20-03-38 | 0.6775 | 3-06-37-52 | 0.6433 | 3-02-39-42 | 2 | | |
| 26 | PEMBERTON I | J.Ejles | 60 | 1 | 4-06-02-38 | 0.7706 | 3-06-38-56 | 0.7707 | 3-06-38-43 | 6 | | |
| 27 | PEMBERTON II | K.Ging | 65 | 2 | 4-06-23-24 | 0.7682 | 3-06-39-22 | 0.7678 | 3-06-36-54 | 5 | | |
| 28 | HELSAL II | A.M.Kelso | 4 | 5 | 3-03-22-12 | 1.0440 | 3-06-41-11 | 1.0216 | 3-04-59-53 | 5 | | |
| 29 | MIDDLE HARBOUR EXPRESS | R.Stone/G.Challoner | 73 | 3 | 4-06-53-21 | 0.7651 | 3-06-43-14 | 0.7593 | 3-06-07-25 | 3 | | |
| 30 | RAMPANT | R.M.Cassidy | 68 | 4 | 4-06-37-35 | 0.7672 | 3-06-44-06 | 0.7612 | 3-06-07-09 | 2 | | |
| 31 | SWUZZLEBUBBLE SIX | J.Gibbs | 30 | 12 | 4-03-03-57 | 0.7951 | 3-06-46-02 | 0.7943 | 3-06-41-17 | 13 | | |
| 32 | STORMY PETREL | T.Pearson | 102 | 6 | 4-10-16-44 | 0.7425 | 3-06-54-43 | 0.7069 | 3-03-07-43 | 3 | | |
| 33 | SELLARS QLD MAID | R.Robertson | 29 | 13 | 4-02-40-41 | 0.8009 | 3-07-01-53 | 0.7995 | 3-06-53-35 | 14 | | |
| 34 | MORNING TIDE | J.M.Lawler | 127 | 7 | 4-14-53-41 | 0.7145 | 3-07-14-03 | 0.6794 | 3-03-20-31 | 4 | | |
| 35 | WILD OATS | B.Outley | 20 | 6 | 3-23-49-23 | 0.8272 | 3-07-15-53 | 0.8268 | 3-07-13-35 | 6 | | |
| 36 | ONCE A JOLLY SWAGMAN | Jacobson | 31 | 14 | 4-03-24-19 | 0.7980 | 3-07-19-31 | 0.7980 | 3-07-19-31 | 16 | | |
| 37 | SWEET LAURINE | J.Flachs | 99 | 8 | 4-09-38-16 | 0.7519 | 3-07-25-45 | 0.7248 | 3-04-33-59 | 8 | | |
| 38 | PLANET X | EastSail Sail School | 130 | 9 | 4-15-11-14 | 0.7151 | 3-07-30-36 | 0.7151 | 3-07-30-36 | 17 | | |
| 39 | DICTATOR | D.Fidock | 66 | 5 | 4-06-29-06 | 0.7763 | 3-07-33-33 | 0.7762 | 3-07-32-56 | 11 | | |
| 40 | MISTRESS AGAIN | D.Senogles | 78 | 6 | 4-07-11-58 | 0.7714 | 3-07-36-29 | 0.7583 | 3-06-15-22 | 4 | | |
| 41 | SHENANDOAH III | J.Charody | 132 | 10 | 4-15-25-03 | 0.7165 | 3-07-49-50 | 0.6813 | 3-03-54-31 | 6 | | |
| 42 | INTRIGUE | D.Calvert | 36 | 15 | 4-04-30-28 | 0.7945 | 3-07-51-12 | 0.7936 | 3-07-45-47 | 18 | | |
| 43 | PHOENIX CONTRACTORS | Hundt/Dale | 49 | 7 | 4-05-30-45 | 0.7868 | 3-07-52-12 | 0.7809 | 3-07-16-16 | 9 | | |
| 44 | RAUCOUS | D.Pourke | 90 | 8 | 4-07-59-14 | 0.7689 | 3-07-57-21 | 0.7684 | 3-07-54-14 | 14 | | |
| 45 | PIPPIN | B.Sweetapple | 79 | 9 | 4-07-28-32 | 0.7731 | 3-07-59-49 | 0.7697 | 3-07-38-42 | 12 | | |
| 46 | STRIPROLL-GEELONG | R.Abikhair | 32 | 16 | 4-04-17-02 | 0.7981 | 3-08-02-12 | 0.7967 | 3-07-53-46 | 19 | | |
| 47 | PALADIN | C.Franklin | 35 | 17 | 4-04-29-36 | 0.7966 | 3-08-03-11 | 0.7952 | 3-07-54-44 | 20 | | |
| 48 | SUNSEEKER | P.V.Thomas/J.Quinn | 96 | 10 | 4-08-33-55 | 0.7658 | 3-08-04-34 | 0.7297 | 3-04-18-05 | 1 | | |
| 49 | FREIGHT TRAIN | D.Parkes | 10 | 6 | 3-11-36-29 | 0.9579 | 3-08-05-17 | 0.9481 | 3-07-16-08 | 6 | | |
| 50 | SILVER MIX | G.Player | 85 | 11 | 4-07-49-13 | 0.7724 | 3-08-11-27 | 0.7696 | 3-07-54-00 | 13 | | |
| 51 | MORE WAR GAMES | D.Urry | 38 | 18 | 4-04-42-43 | 0.7969 | 3-08-15-26 | 0.7964 | 3-08-12-25 | 22 | | |
| 52 | SOUTHERN CROSS | B.Gilbert | 91 | 12 | 4-08-03-15 | 0.7719 | 3-08-19-10 | 0.7639 | 3-07-29-13 | 10 | | |
| 53 | NYNJA GO | R.C.Axe | 82 | 13 | 4-07-37-14 | 0.7756 | 3-08-22-05 | 0.7624 | 3-07-00-01 | 7 | | |
| 54 | DEMO | R.J.Brady | 94 | 14 | 4-08-08-24 | 0.7718 | 3-08-22-31 | 0.7680 | 3-07-58-46 | 16 | | |
| 55 | ONCE MORE DEAR FRIENDS | Currie | 52 | 15 | 4-05-34-07 | 0.7918 | 3-08-25-19 | 0.7874 | 3-07-58-30 | 15 | | |
| 56 | SHORT CIRCUIT | G.Finlay | 43 | 19 | 4-05-14-59 | 0.7956 | 3-08-33-15 | 0.7956 | 3-08-33-15 | 27 | | |
| 57 | NADIA IV | Canberra Ocean R.C. | 53 | 16 | 4-05-36-11 | 0.7930 | 3-08-34-16 | 0.7916 | 3-08-25-44 | 18 | | |
| 58 | SAGACIOUS IV | G.Appleby | 48 | 20 | 4-05-24-43 | 0.7947 | 3-08-35-31 | 0.7939 | 3-08-30-38 | 26 | | |
| 59 | OTAGO (1) | A.Nicholas | 23 | 7 | 4-00-06-16 | 0.8387 | 3-08-36-10 | 0.8254 | 3-07-19-29 | 7 | | |
| 60 | BLACK MAGIC | R.Sill | 54 | 17 | 4-05-40-03 | 0.7936 | 3-08-41-00 | 0.7867 | 3-07-58-55 | 17 | | |
| 61 | NADIA | J.Oakley | 113 | 11 | 4-11-35-48 | 0.7505 | 3-08-45-05 | 0.7257 | 3-06-04-58 | 15 | | |
| 62 | RAGER | M.Clements | 5 | 7 | 4-04-26-37 | 1.0564 | 3-08-45-18 | 1.0550 | 3-08-38-53 | 7 | | |
| 63 | VENTURE ONE | M.Ryan | 45 | 21 | 4-05-15-51 | 0.7984 | 3-08-50-58 | 0.7980 | 3-08-48-32 | 29 | | |
| 64 | MARK TWAIN | H.O'Neill/C.Ward | 111 | 12 | 4-10-55-53 | 0.7561 | 3-08-51-03 | 0.7201 | 3-05-00-05 | 10 | | |

Make Ladies' Day A "Real Race"

IN response to Rik Dovey's article regarding Ladies' Day at the CYCA: Hear, hear, I thoroughly agree — it is about time they made Ladies' Day race a "real" race. It's been a joke for some time now.

It was O.K. some years back, when sailing was a male dominated sport — but it's not like that anymore — there are quite a few talented female yachties around these days. It's quite a slap on the face for those girls who take their sailing seriously to be allocated that day per sailing season to a shortened course, with no spinnaker, a "booze cruise" to put it bluntly. It doesn't do much for the sense of humour!

For those cynics (some are friends of mine) who think it's "too dangerous" to let those silly girls go on the harbour, think again. The way the Ladies Day has been conducted encourages those girls who know nothing about sailing, to take the helm & usually cause dangerous situations because they don't even know such basic sailing instructions as "pull away" or "come up into the breeze". I have known quite a few, that when the pressure is on, to just walk away from the helm because they can't handle it!

I can only say, that when this race becomes a "proper" race, these problems should be mostly alleviated and give the girls a real go.

Congratulations to Rik Dovey for having the open-mindedness and non-chauvinistic attitude he has.

Yours sincerely,
Diane Pearson
Watsons Bay, NSW.

NO OTHER WINDVANE IS DESIGNED LIKE LAGO

By eliminating perturbational horizontal surfaces, LAGO allows unobstructed air-flow at any angle of list.

So when other wind indicators are nervously fluttering around, LAGO keeps its cool, giving you a more stable and reliably accurate apparent wind direction.

NOW AT SELECTED SHIP CHANDLERS

Sole Australian Distributors:
Macson Trading Company
44 Alexandra Parade, Clifton Hill, Vic 3068. Tel (03) 489 9766. FAX (03) 481 5368

Letters

Don't Let Capsize Spoil Your Race

WE recently completed the 'Around Australia Bicentenary Yacht Race' and unfortunately suffered a 170 degree capsize on the first day out from the start in Sydney.

All too often in our sport, we hear stories of insurance companies and suppliers who do not perform on claims after taking our insurance premiums and after purchase of equipment.



In our hours of desperate need after the capsize, we received immediate and total support from Suncorp Insurance of Brisbane and this allowed us to arrange for the replacement of marine equipment on board our yacht *Whitsunday Passage* from Quin's of Port Adelaide, John Hooper Sails of Melbourne, John Dahyl, Magnum Electronics of the Gold Coast and Sunsport Chandlers all of whom made sure that everything we needed was waiting for us upon arrival at Mooloolaba.

To each of these suppliers and to Suncorp Insurance in particular, we wish to express our sincere thanks and commend each of them to the yachting public.

Leon and Judy O'Donaghue
Yacht *Whitsunday Passage*
Shute Harbour Qld.

SYDNEY-HOBART 1987

| | | | | | | | | |
|----------------------------------------|-----|----|------------|--------|------------|--------|------------|----|
| 65 UNITED TRANSPORT.....C.McMillan | 51 | 22 | 4-05-33-26 | 0.7964 | 3-08-52-49 | 0.7960 | 3-08-50-22 | 30 |
| 66 DI HARD.....J.Woodward | 37 | 23 | 4-04-30-49 | 0.8055 | 3-08-57-49 | 0.8002 | 3-08-25-52 | 25 |
| 67 WRINKLES.....B.Story | 135 | 13 | 4-16-40-56 | 0.7186 | 3-08-58-24 | 0.6835 | 3-05-01-06 | 11 |
| 68 ANDURIL.....D.Kennedy | 98 | 18 | 4-09-37-07 | 0.7667 | 3-08-58-40 | 0.7616 | 3-08-26-21 | 19 |
| 69 RENEGADE.....B.Francis | 59 | 24 | 4-06-01-58 | 0.7947 | 3-09-05-08 | 0.7707 | 3-06-38-12 | 12 |
| 70 DRY WHITE.....D.Letch | 65 | 25 | 4-05-42-09 | 0.7978 | 3-09-08-18 | 0.7964 | 3-08-59-45 | 32 |
| 71 PADAM II.....K.Quinert | 108 | 14 | 4-10-39-46 | 0.7607 | 3-09-08-18 | 0.7556 | 3-08-59-40 | 19 |
| 72 SEQUESTA.....P.Nicholson | 42 | 26 | 4-05-13-45 | 0.8045 | 3-09-26-20 | 0.7994 | 3-08-55-21 | 31 |
| 73 HORNET.....Sing Syndicate | 119 | 15 | 4-13-35-13 | 0.7434 | 3-09-28-01 | 0.7077 | 3-05-33-17 | 12 |
| 74 TURKEY SHOOT.....A.B./M.C.Hutton | 89 | 19 | 4-06-38-15 | 0.7941 | 3-09-30-16 | 0.7720 | 3-07-14-10 | 8 |
| 75 MUCH ADO.....J.Corne | 117 | 16 | 4-12-29-46 | 0.7514 | 3-09-31-26 | 0.7443 | 3-08-45-13 | 21 |
| 76 CITY LIMITS.....M.Carr | 100 | 20 | 4-09-49-12 | 0.7718 | 3-09-39-03 | 0.7621 | 3-08-38-44 | 20 |
| 77 BARNSTORN.....J.H.Hall | 33 | 8 | 4-04-27-03 | 0.8135 | 3-09-43-00 | | | |
| 78 ROLLER COASTER.....J.Fuglsang | 116 | 17 | 4-12-04-04 | 0.7574 | 3-09-51-02 | 0.7438 | 3-08-22-51 | 18 |
| 79 THUMBS UP.....T.Rowland | 72 | 27 | 4-06-44-01 | 0.7969 | 3-09-52-06 | 0.7960 | 3-09-46-33 | 36 |
| 80 CENTURION.....I.Twentyman | 115 | 18 | 4-11-57-14 | 0.7585 | 3-09-52-59 | 0.7225 | 3-05-59-48 | 14 |
| 81 MIDNIGHT EXPRESS.....S.Chapman | 70 | 28 | 4-06-40-24 | 0.7978 | 3-09-54-46 | 0.7963 | 3-09-45-32 | 35 |
| 82 SAILMAKER III.....Dr.R.P.Ham | 133 | 19 | 4-15-40-44 | 0.7335 | 3-09-54-59 | 0.6981 | 3-05-57-47 | 13 |
| 83 MCCAUGHANS BANK BILLS.....Williams | 75 | 29 | 4-07-06-28 | 0.7955 | 3-10-01-20 | 0.7919 | 3-09-39-04 | 34 |
| 84 UPTOWN GIRL.....R.Winton | 57 | 30 | 4-05-56-22 | 0.8072 | 3-10-17-08 | 0.7702 | 3-06-30-50 | 10 |
| 85 L.J.HOOKER.....Cole/Cook Syn. | 77 | 31 | 4-07-10-52 | 0.7978 | 3-10-19-04 | 0.7610 | 3-06-31-15 | 11 |
| 86 MYSTIQUE.....C.Wilson | 137 | 20 | 4-17-39-13 | 0.7262 | 3-10-32-07 | 0.6909 | 3-06-31-24 | 16 |
| 87 NORISKE.....B.Dickson | 71 | 32 | 4-06-41-35 | 0.8041 | 3-10-34-32 | 0.7748 | 3-07-34-00 | 17 |
| 88 INCH BY WINCH.....J.Goddard | 47 | 9 | 4-05-22-36 | 0.8159 | 3-10-42-48 | 0.7807 | 3-07-08-41 | 5 |
| 89 MIDNIGHT MAGIC.....E.Barron | 63 | 33 | 4-06-16-23 | 0.8095 | 3-10-47-24 | 0.7845 | 3-08-14-00 | 24 |
| 90 INDIGO.....Sail PNG P/L | 40 | 10 | 4-05-07-17 | 0.8188 | 3-10-47-53 | | | |
| 91 BIG SCHOTT.....P.Bush | 88 | 34 | 4-07-55-10 | 0.7977 | 3-10-53-48 | 0.7609 | 3-07-04-48 | 15 |
| 92 SUNBURST.....J.H./C.D.Howell | 76 | 35 | 4-07-07-26 | 0.8041 | 3-10-55-19 | 0.7833 | 3-08-46-37 | 28 |
| 93 MERCEDES IV.....P.Stronach | 67 | 36 | 4-06-34-19 | 0.8090 | 3-10-58-51 | 0.7820 | 3-08-12-41 | 23 |
| 94 CHRISTA-FARR.....J.D./C.A.Pomfert | 105 | 21 | 4-10-35-10 | 0.7796 | 3-11-05-40 | 0.7764 | 3-09-41-15 | 21 |
| 95 FIDDLER'S GREEN.....L.Savage | 81 | 37 | 4-07-30-36 | 0.8049 | 3-11-18-55 | 0.7834 | 3-09-05-23 | 33 |
| 96 BACARDI.....Bacardi Syn | 56 | 11 | 4-05-42-50 | 0.8205 | 3-11-27-22 | 0.7833 | 3-07-40-21 | 8 |
| 97 KINGURRA.....P.Joubert | 93 | 38 | 4-08-07-59 | 0.8024 | 3-11-33-23 | 0.7688 | 3-08-03-27 | 21 |
| 98 SPANISH FLY.....J.Corne | 92 | 39 | 4-08-03-28 | 0.8047 | 3-11-44-07 | 0.7948 | 3-10-42-18 | 17 |
| 99 SCORPION.....R.Hopcraft | 61 | 12 | 4-06-03-28 | 0.8220 | 3-11-53-29 | 0.7993 | 3-09-34-29 | 12 |
| 100 DYNAMITE.....I.French | 58 | 13 | 4-05-58-08 | 0.8243 | 3-12-03-11 | 0.8120 | 3-10-47-55 | 18 |
| 101 WITCHDOCTOR.....Rum Consortium | 86 | 40 | 4-07-51-44 | 0.8093 | 3-12-03-21 | 0.8004 | 3-11-07-53 | 38 |
| 102 COMPUTERLAND S'LNS.....M.Boulos | 44 | 14 | 4-05-15-18 | 0.8325 | 3-12-17-41 | 0.8262 | 3-11-39-25 | 23 |
| 103 AMIGO DIABLO.....N.Drage | 141 | 21 | 4-19-42-09 | 0.7294 | 3-12-23-36 | 0.6977 | 3-08-43-32 | 20 |
| 104 SPIRIT.....J.W.Miller | 62 | 15 | 4-06-08-02 | 0.8272 | 3-12-29-07 | 0.7897 | 3-08-39-18 | 9 |
| 105 MARGARET RINTOUL II.....R.Jackman | 64 | 16 | 4-06-18-09 | 0.8267 | 3-12-34-25 | 0.7893 | 3-08-44-51 | 10 |
| 106 PARMELIA.....B.Woods | 50 | 17 | 4-05-33-04 | 0.8349 | 3-12-47-06 | 0.7974 | 3-08-58-37 | 11 |
| 107 PACIFIC PHOENIX.....E.Long | 114 | 22 | 4-11-48-18 | 0.7872 | 3-12-51-51 | 0.7601 | 3-09-56-33 | 22 |
| 108 SANGAREE.....M.Pryke | 41 | 19 | 4-05-11-35 | 0.8404 | 3-13-02-34 | 0.8204 | 3-11-01-08 | 21 |
| 109 INVINCIBLE.....R.Behrens | 120 | 23 | 4-13-51-21 | 0.7760 | 3-13-14-53 | 0.7628 | 3-11-47-53 | 26 |
| 110 FRICTION.....C.Laker | 74 | 20 | 4-07-04-07 | 0.8301 | 3-13-33-26 | 0.7986 | 3-10-18-38 | 13 |
| 111 OTELLA.....C.Montgomery | 16 | 21 | 3-23-04-18 | 0.9012 | 3-13-40-43 | 0.8690 | 3-10-37-02 | 16 |
| 112 BUSHRANGER.....K.Miller | 140 | 22 | 4-19-13-38 | 0.7453 | 3-13-52-44 | 0.7096 | 3-09-45-55 | 22 |
| 113 FARRAGO.....S.J.A.Shaw | 83 | 22 | 4-07-40-37 | 0.8298 | 3-14-01-52 | 0.8052 | 3-11-28-50 | 22 |
| 114 NEVER SATISFIED.....N.Alien | 129 | 24 | 4-15-05-28 | 0.7755 | 3-14-09-04 | 0.7457 | 3-10-50-26 | 23 |
| 115 PATRICE III.....P.L.King | 89 | 23 | 4-07-57-18 | 0.8299 | 3-14-16-20 | 0.7924 | 3-10-22-26 | 14 |
| 116 DOUBLE IMAGE.....G.W.Janrett | 95 | 24 | 4-08-15-48 | 0.8276 | 3-14-17-18 | 0.7902 | 3-10-23-20 | 15 |
| 117 MIRRABOOKA.....G.Jensen/Muir | 34 | 25 | 4-04-28-52 | 0.8592 | 3-14-20-00 | 0.8544 | 3-13-51-04 | 27 |
| 118 FIONA (2).....D.Coulter | 87 | 18 | 4-06-41-11 | 0.8206 | 3-12-15-52 | 0.8022 | 3-10-22-30 | 19 |
| (10% PENALTY Before penalty 102 o'all) | | | | | | | | |
| 119 ALEXANDER OF CRESWELL.....RAN | 104 | 26 | 4-10-31-39 | 0.8129 | 3-14-35-46 | 0.7758 | 3-10-38-39 | 17 |
| 120 PATIENCE.....B.Sherman | 103 | 27 | 4-10-24-55 | 0.8160 | 3-14-50-06 | 0.7789 | 3-10-53-13 | 20 |
| 121 BALANDRA.....G.Hennicke | 123 | 25 | 4-14-21-15 | 0.7875 | 3-14-54-14 | 0.7510 | 3-10-52-34 | 25 |
| 122 FORTLET.....J.Maconochie | 138 | 26 | 4-17-45-21 | 0.7645 | 3-14-57-59 | 0.7283 | 3-10-50-54 | 24 |
| 123 HAMMER OF QLD.....A.Floore | 7 | 8 | 3-11-19-26 | 1.0511 | 3-15-34-54 | 1.0396 | 3-14-37-25 | 9 |
| 124 AUSSIE RULES.....R.M.Ramsay | 101 | 28 | 4-09-58-55 | 0.8267 | 3-15-36-55 | 0.7952 | 3-12-16-37 | 25 |
| 125 NIMROD II.....I.Watson | 109 | 29 | 4-10-41-02 | 0.8221 | 3-15-42-17 | 0.8091 | 3-14-19-05 | 29 |
| 126 HELSAL III.....Dr.T.Fisher | 8 | 9 | 3-11-32-54 | 1.0499 | 3-15-43-03 | 1.0096 | 3-12-21-01 | 8 |
| 127 PACIFIC FLYER.....R.B.Hatherley | 106 | 30 | 4-10-38-21 | 0.8230 | 3-15-45-51 | 0.7857 | 3-11-47-11 | 24 |
| 128 INSATIABLE.....G.J.Wilson | 118 | 41 | 4-13-32-04 | 0.8016 | 3-15-48-10 | 0.8002 | 3-15-38-58 | 31 |
| 129 SALTY LADY.....R.Scoble | 122 | 42 | 4-14-18-40 | 0.7980 | 3-16-01-42 | 0.7612 | 3-11-58-08 | 49 |
| 130 MOONRAKER AGAIN.....N.Welfare | 107 | 31 | 4-10-38-23 | 0.8278 | 3-16-16-35 | 0.8101 | 3-14-23-20 | 30 |
| 131 GROUP THERAPY.....P.Wheeler/Syn | 46 | 32 | 4-05-21-18 | 0.8711 | 3-16-17-25 | 0.8492 | 3-14-04-14 | 28 |
| 132 ICARUS.....A.Ridley | 110 | 33 | 4-10-42-51 | 0.8277 | 3-16-19-38 | 0.7996 | 3-13-19-43 | 26 |
| 133 JASMIN.....M.O'Keefe | 131 | 27 | 4-15-23-00 | 0.7936 | 3-16-23-38 | 0.7832 | 3-15-14-08 | 27 |
| 134 ANTHANTA VI.....A.Gruzman | 126 | 43 | 4-14-45-46 | 0.7993 | 3-16-31-58 | 0.7625 | 3-12-27-24 | 40 |
| 135 WHY NOT.....Robertson/Rowell | 112 | 34 | 4-11-33-16 | 0.8303 | 3-17-18-09 | 0.8178 | 3-15-57-29 | 32 |
| 136 NEFERTITI.....R.Nyman | 128 | 35 | 4-15-01-03 | 0.8218 | 3-19-14-03 | 0.7845 | 3-15-05-36 | 31 |
| 137 MIRRABOOKA VI.....G.Jensen/Muir | 144 | 23 | 5-17-05-31 | 0.6698 | 3-19-49-27 | 0.6357 | 3-15-08-58 | 23 |
| 138 LARRIKIN.....N.Jordan | 124 | 36 | 4-14-34-20 | 0.8348 | 3-20-18-20 | 0.8267 | 3-19-24-36 | 35 |
| 139 LADY PENRYN OF NIRIMBA.....RAN | 139 | 37 | 4-18-02-16 | 0.8127 | 3-20-40-43 | 0.7755 | 3-16-26-11 | 33 |
| 140 PHOENIX (NSW).....J.Munshower III | 136 | 38 | 4-17-04-18 | 0.8408 | 3-23-04-14 | 0.8031 | 3-18-48-28 | 34 |
| 141 STAFFIFANO.....V.Opperman | 143 | 28 | 5-04-23-56 | 0.7698 | 3-23-45-44 | 0.7336 | 3-19-15-32 | 28 |
| 142 WOOLMOOLOO.....P.Geddes | 125 | 39 | 4-14-36-49 | 0.8800 | 4-01-20-24 | 0.8451 | 3-21-26-46 | 37 |
| 143 EVERGREEN.....W.J.Gibson | 134 | 40 | 4-16-19-31 | 0.8672 | 3-01-24-31 | 0.8289 | 3-21-06-23 | 36 |
| 144 MULBERRY.....W.Wright | 145 | 24 | 6-02-33-30 | 0.6857 | 4-04-29-42 | 0.6558 | 4-00-06-47 | 24 |
| 145 ANACONDA III.....J.Grubic | 39 | 10 | 4-04-55-48 | 1.0278 | 4-07-44-09 | 0.9862 | 4-03-32-14 | 10 |
| 146 AFFAIR (3).....D.Livingstone | 146 | 25 | 5-23-51-18 | 0.7227 | 4-07-57-50 | 0.6879 | 4-02-57-28 | 25 |
| (10% penalty before penalty 146 o'all) | | | | | | | | |

FASTEST TIME: SOVEREIGN 2-21-58-08

IOR DIVISIONS:
MAXI DIVISION: SOVEREIGN
DIVISION A: JUBILATION
DIVISION B: MAD MAX
DIVISION C: PEMBERTON I
DIVISION D: CHUTZPAH

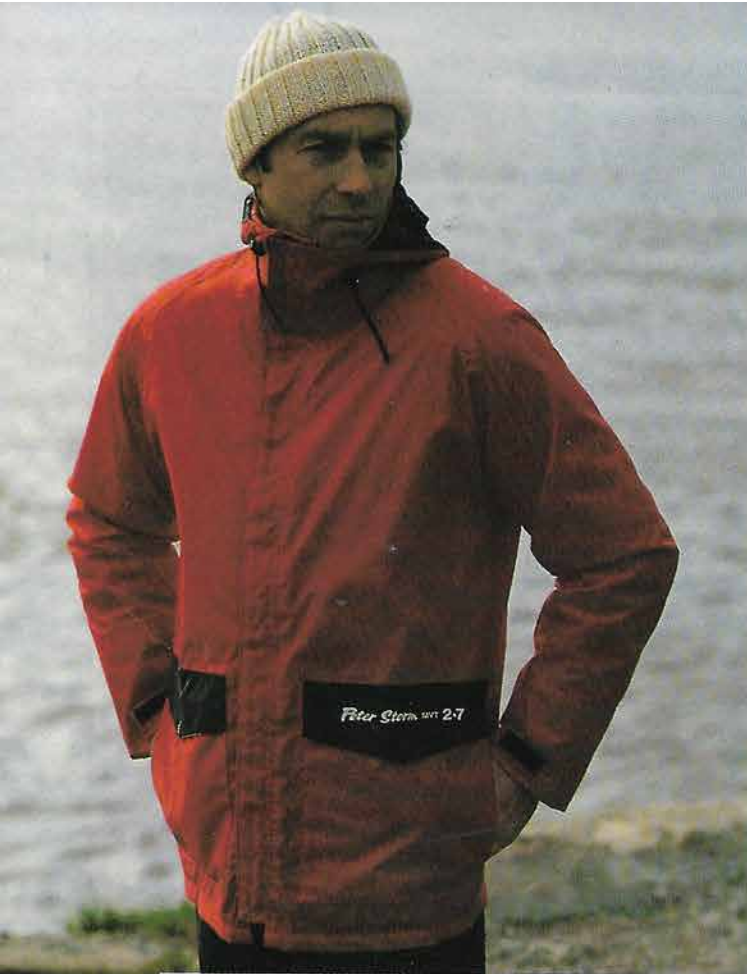
ILLINGWORTH DIVISIONS:
MAXI DIVISION: APOLLO
DIVISION A: JUBILATION
DIVISION B: BLUE MAX II
DIVISION C: SUNSEEKER
DIVISION D: MARARA

RETIRED: HIGHLAND FLING, INNISFREE, MADMEN'S WOODYARD, RUSSELL DEAN II, SEA EAGLE, SIDEWINDER, THE ROPERUNNER & TICKLE MY FANCY.

DID NOT START: BUSHFIRE, MELTEMI, PHOENIX (TAS) & SAGA.

PENALTIES:

- (1) 5 MIN. TIME PENALTY IN LIEU OF 720 TURN.
- (2) RADIO SCHEDULE BREACH.
- (3) RADIO SCHEDULE BREACH.



MVT PROOFED
 HEAVY DUTY NYLON –
 ALL WELDED TAPED SEAMS

800 SERIES

**“Water can't get in,
 but condensation can get out!”**

This is our very latest technological advance – high tensile 205 denier nylon (virtually untearable) combined to our MVT (Moisture Vapour Transmission) proofing. Heavy duty without heavy weight and no clammy condensation.

4 position “Hood 'n' Collar”.



Casual.



Zipped up collar down.



Zipped up collar up –
 and unbelievably it stays up.



Hood up.



801 OVERJACKET With self draining handwarmer pockets and our unique four position “hood'n'collar” (controlled only by one press stud) — copyright © 1986 Peter Storm. All colours have navy trim so that coloured or navy trousers can be worn.
 Colours: Scarlet, White, Yellow, Mid-Blue & Navy.
 Sizes: XS, S, M, L, XL.

802 CHEST HIGH OVERTROUSERS with 410 denier knee and seat patches in navy for all colours and with navy heavy duty elastic braces. Special waterproof front opening — copyright © 1974 Peter Storm.
 Colours and sizes to match **801**.



Peter Storm

MAKES GREAT LOOKING
 SPORTSMEN & WOMEN

PETER STORM (AUSTRALASIA) PTY. LTD.,
 2/4 WILMETTE PLACE, MONA VALE, 2103.
 TELEPHONE 02-997-3611

Available from Peter Storm Shops at Mountain Equipment, Sydney; Whitworth's Nautical World, Brookvale; Scout Outdoor Centre, Adelaide; Bush & Mountain Sports, Melbourne, and from: Aussie Disposals at 23 locations; Scout Outdoors Centres; Peter Green; Paddy Pallin; Southern Cross Equipment; Tickle's Marine; Hunts Marine; Glascraft Marine; Mountain Designs and other leading marine, ski and camping specialists.